The Hongkong Telegraph.

NEW SERIES No 4440.

日一卅月一十年九十二結光

FRIDAY, JANUARY 8, 1904.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAMERS.

G. W. Cockman, R.N.R...

G. M. Montford, R.N.R...

STEAM FOR

ANTWERP, BREMEN/HAMEURG:

PORTS IN THE LEVANTE, ELACK SEA AND BALTIC PORTS;

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

BAYERNWEDNESDAY, 20th January, 1904.

SACHSENWEDNESDAY, 3rd February, 1904.

GERA
WEDNESDAY, 17th February, 1904.
SEYDLITZ
WEDNESDAY, 2nd March, 1904.
ROON
WEDNESDAY, 16th March, 1904.
PREUSSEN
WEDNESDAY, 30th March, 1904.

*HAMBURGWEDNESDAY, 13th April, 1904.
PRINZ HEINRICH......WEDNESDAY, 27th April, 1904.

* Steamers of the Hamburg-Amerika Linie.

MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at

Shipping Orders will be granted till Noon, on MONDAY, the 18th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 19th instant, and Parcels, will be received at the Agency's Office until Noon, on TUESDAY, the 19th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

Intimations.

LANE, CRAWFORD & CO.

FOR TWENTY YEARS.

JOHNSTONE'S

SUPPLIED TO THE LEADING CLUBS AND HOTELS.

PRICE: Per Dozen \$17.00. Per Bottle \$1.50.

LANE, CRAWFORD & CO.

FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms.

FAVOURITE

WEDNESDAY, the 20th day of January, 1904, at Noon, the Steamship BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Formes, with

For Further Particulars, apply to

MALTA About 15th ? Freight and

COROMANDEL \ Noon, 16th \ See Special

HAMBURG-AMERIKA LINIE.

SAILING DATES.

MELCHERS & CO.,

BRAND

SOUMRE

January \ Advertisement.

E. A. HEWETT, Superintendent,

(ESTABLISHED

五拜禮

《公司》的《公司》

號八月正英港香

\$30 PER ANNUM. * SINGLE COPY, 10 CENTS.

Banks.

JOKOHAMA SPECIE BANK, LIMITED ESTABLISHED 1880.

CAPITAL PAID-UP , 18,000,000 CAPITAL UNCALLED..... RESERVE FUND Head Office: -YOKOHAMA.

Branches and Agencies. TOKIO. KOBE. NAGASAKI. LONDON. LYONS. NEW YORK. SAN FRANCISCO. HONOLULU. COMBAY. SHANGHAI. TIENTSIN. NEWCHWANG.

PEKING. LONDON BANKERS: THE LONDON JOINT STOCK BANK, LD. TARES BANK Lb. THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:-INTEREST ALLOWED. On Current Account at the rate of 2 per cent, per Aunum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

TARO HOĎSUMI,

Hongkong, 11th September, 1903. LIONGKONG AND SHANGHA BANKING CORPORATION.

PAID-UP CAPITAL......\$10,000,000 RESERVE FUND.-Sterling Reserve\$10,000,000 \$16,000,000 RESERVE LIABILITY OF PROP'TORS. \$10,000,000

COURT OF DIRECTORS: A. J. RAYMOND, Esq., Chairman. H. E. TOMKINS, Esq., Deputy Chairman. Hon. C. W. Dickson. | N. A. Siebs, Esq. E. Goetz, Esq. H. W. Slade, Esq. C. Michelau, Esq. C. A. Tomes, Esq.

H. Schubart, Esq. E. S. Whealler, Esq. E. Shellim, Esq. CHIEF MANAGER: Hongkong-J. R. M. SMITH.

Manager: Stanghai-H. M. Bevis. LUNDON BANKERS-LONDON-AND COUNTY BARKING COMPANY, LIMITED. HONGKO.IG-INTEREST ALLOWED On Current Account at the rate of 2 per Cent. per Augum on the daily balance.

ON FIXED DEPOSITS For 3 months, 21 per Cent. per Annum. For 6 months, 3 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. j, Ř. M. SMÍTH, Chief Manager.

Hongkong, 17th August, 1903. HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 Per

Depositors may transfer at their option balances of \$100 or more to the Hongkong ANI

SHANGHAI BANK to be placed on FIXEL DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghai BANKING CORPORATION, J. R. M. SMITH,

Chief Manager. Hongkong, 1st May, 1902. THE NATIONAL BANK OF CHINA LIMITED.

HEAD OFFICE:-HONGKONG.

Board of Directors :-Chau Kit Shan, Esq. | J. Scott Harston, Esq. Chow Tung Shang, Esq. | J. Lauts, Esq. Chief Manager, GEO. W. F. PLÄYFAIR.

Interest for 12 months Fixed 5 % Hongkong, 12th May, 1903. THE

EUTSCH ASIATISCHE BANK, PAID-UP CAPITALSh. Taels 5,000,000 HEAD OFFICE—SHANGHAL BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Hankow Calcutta Tsingtau (Kiautschou) Tientrin

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & Sons, UNION OF LONDON AND SMITHS BANK, LTD. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be On Fixed Deposits for 12 months, 4 per cent. learned on application. Every description of Banking and Exchange business transacted. H. FIGGE.

Hongkong, 1st September, 1903.

TO LET. TO, I, RIPON TERRACE in FLATS.

No. 4, RIPON TERRACE.

No. 15, WONG NEI CHONG ROAD, facing FLATS in MORETON TERRACE, facing Polo Ground. OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER). GODOWN No. 3A, BLUE BUILDINGS. GODOWNS: PRAYA EAST. Apply to

THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hougkong, 1st December, 1903.

GUARANTY TRUST COMPANY OF **NEW YORK** (AMERICAN BANK).

ESTABLISHED 1864.

U.S. Gold 'AID UP CAPITAL\$2,000,000 SURPLUS AND UNDIVIDED PROFITS.\$5,180,000 Gold \$7,180,000

Head Office-NEW YORK. LONDON OFFICE: 33 and 35, Lombard Street, E.C. F. C. Bishop, Manager, Eastern Department. LONDON BANKERS: ... PARR'S BANK, LIMITED.

HONGKONG OFFICE: 4, DES VŒUX ROAD.

INTEREST ALLOWED On Current Accounts at 2% per annum.

E. F. GROS, Hongkong, 1st December, 1902.

CORPORATION.

CAPITAL AND SURPLUS AUTHORISED GOLD \$10,000,000 = £2,055,000.

1, WALL STREET, NEW YORK. LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

BRANCHES AT SAN FRANCISCO, WASHINGTON,

CALCUTTA LONDON AND CONTINENTAL

ENGLAND, LIMITED, Union of London and Smith's Bank, Ltd. CREDIT LYONNAIS, DRESDNER BANK, COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or 122 Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH: 20, DES VŒUX ROAD CENTAL.

Hongkong, 14th December, 1903.

IMPERIAL BANK OF CHINA.

Branches and Agencies. CANTON. PENANG. SINGAPORE. CHEFOO.

HANKOW. TIENTSIN. PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above laces, and Sells Drafts and Telegraphic Transers Payable at its Branches and Agencies.

Advances made on approved securities. Bills discounted. INTEREST ALLOWED ON DEPOSITS.

Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

CORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE :- LONDON.

RESERVE LIMBILITY OF SHARE-NTEREST ALLUWED on CURRENT ACCOUNT at the Rate of 2 per cent, per annum on the Daily Balances.

T. P. COCHRANE Manager.

Hongkong, 24th December, 1903.

TO LET.

A ORRISON HILL GAP ROAD. Nice IVI Houses, 4 Rooms, Bath Rooms, Outhouses and Verandahs. Only \$40 inclusive

WILD DELL BUILDINGS, No. 147, Flats of 2 or 3 Rooms, from \$25 inclusive of

S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd. 65 Hongkong, 12th September, 1903.

HONGKONG HOTEL

Military Band during dinner on Saturday Nights.

LONDON and ANTWERP VIA SINGAPORE, PENANG, (CEYLON About 11th } Freight and COLOMBO, PORT SAID and C. F. Lockstone, R.N.R. January | Passage.

SHANGHAL.....

LONDON, &c..... }

Hongkong, 5th January, 1904.

STEAMERS.

For further Particulars, apply to

Hongkong, 6th January, 1904.

NORDDEUTSCHER LLOYD.

MARSEILLES YOKOHAMA VIA SHANGHAI, PALMA About 11th } Freight and (Passing through the Inland Sea).

General Banking and Exchange business

On Fixed Deposits: For 3 months 24% per annum.

Acting Manager.

INTERNATIONAL BANKING

CAPITAL, SURPLUS AND UNDIVIDED PROFITS, GOLD \$7,992,173.37 = about £1,640,000.

HEAD OFFICE:

MEXICO, MANILA, SHANGHAI, SINGA-PORE, YOKOHAMA, BOMBAY,

AND AGENTS ALL OVER THE WORLD BANKERS:

NATIONAL PROVINCIAL BANK OF

CHARLES R. SCOTT,

Manager,

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896. Shanghai Taels. SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000

- Head Office: -SHANGHAL.

HONGKONG BRANCH.

% per Annum Fixed Deposits for 3 months.

Hongkong, 12th August, 1903.

CHEAPEST HOUSES IN THE COLDNY.

WANCHAI ROAD. Comfortable and Airy

NOTICE

Monthly Boarders accommodated on very moderate terms.

For Particulars apply to

TO THE WEARIED.

There is no nicer place to spend a few days in quiet rest, than MACAO.

And there is no more Comfortable Hotel in the Far East, than the MACAO HOTEL.

WM. FARMER

Entimations.

The great food-value

of Bovril is known and appreciated by those to whom strength and endurance are a vital necessity, such as business-men, travellers, explorers, athletes, military and naval officers, etc. represents sustenance, nourishment and stimulus in the most condensed and most convenient form. Bovril is the very embodiment of strength.





SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES. GENOA, LONDON, NEW YORK, BOSTON, EALTIMORE, NEW ORLEANS, GALVESTON, (MITSUI & Co.)

HEAD OFFICE:--- I, SURUGA-CHO, TORYO, LONDON BRANCH:—34, LIME STREET, E.C. HOMGKONG BRANCH:—PRINCE'S LUILDINGS, ICE HOUSE STREET.

OTHER OFFICES: New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japane e Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers. SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokib..ra and other Coals.

WINE MERCHANTS,

QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at* a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers-supplied are guaranteed.

Price list on application. Hongkong, 23rd July, 1903.

TELEPHONE No. 135.

N. INUZUKA, Manager, Hongkong.

AQUARIUS COMPANY.

The Aquarius Company's Table Waters are made of pure treble distilled water only.

Absolute purity can only be obtained by distillation. AQUARIUS MINERAL WATER. SILENT WATER.

Telephone Ng. 75.

TONIO WATER. GINGER ALE. GINGER BEER, LEMONADE: LITHIA WATER

CALDBECK, MACGREGOR GENERAL MANAGERS.

15, Queen's Road, Hongkong, 12th December, 1903.

INCANDESCENT GAS LIGHT. The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for VON WELSBACH Co., Dr. AUER VIENNA

THE INVENTORS INCANDESCENT OF GAS LIGIT

ARE SELLING THE ONLY CENUINE MANTLES. The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS! KRUSE & Co.

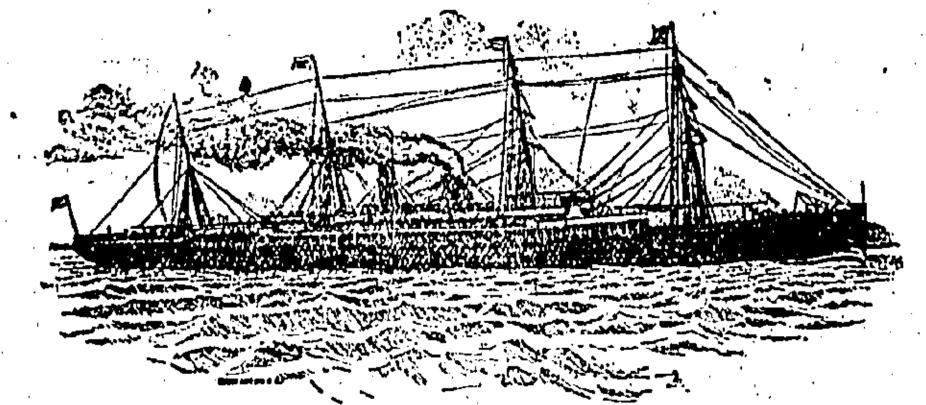
CONNAUGHT HOUSE

Hongkong, 4th December, 1903.

GR

Hongkong, 2nd January, 1904.

THE MANAGER.



CACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

	PROPOSED SAILINGS FROM HONGK	ONG.
	"HONGKONG MARU" 6,307 Gross Tons SATURDAY, 9t	n January, at Noon 📑 📒
	"ALGOA" 7,574 " WEDNESDAY	, 20th January, at Dayligh
	"DORIG" 4,784 "FRIDAY, 29th]	lanuary, at Noon. th February, at Noon.
	SATURDAY, I	3th February, at Noon.
•	"COPTIC" 4,352 "TUESDAY, 23t	d February, at Noon. " , 2nd March, at Noon.
	"KOREA"	oth March, at Noon.
•	"GARLIC"	9th March, at Noon.
	,	1

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th. 28th, 1902; 10 days, 15 hours.

'I'HE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKO-HAMA and HONOLULU, TO-MORROW, the 9th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic - lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL. WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the

regular tariff rate. Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

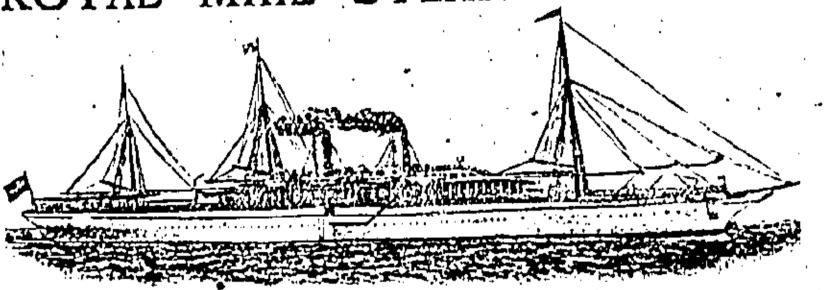
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to S.n Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building. STUART THOMSON, Acting Agent.

Hongkong, 6th January, 1904.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) PUNCTUALITY. SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships -- 6,000 Tons -- 10,000 Horse Power -- Speed 10 Knots. PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION). R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons WEDNESDAY, 13th January. "ATHENIAN"..... 3,882 ,, WEDNESDAY, 27th January. "EMPRESS OF INDIA" ... 6,000 ,, WEDNESDAY, 10th February. "TARTAR" 4,425 ,, WEDNESDAY, 24th February. "EMPRESS OF JAPAN"... 6,000 ,, WEDNESDAY, 9th March. Hongkong to London, 1st Class......vid St. Lawrence £60. Vid New York £62. Hongkong to London, Intermediate on

Steamers, and 1st Class Rail THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and lapanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

D. E. BROWN, General Agent, 9. Pedder's Street. Hongkong, 1st January, 1904.

HAMBURG-AMERIKA NORDDEUTSCHER LLOYD. OBTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOS	ED SAILINGS FROM H SUBJECT TO ALTERATION.	омекал	I G.
STEAMERS.	S. TANGER A TRIANG	AILING DATES.	Freight and
SAVOIA	I I SHIM M DINGWICKE AND A	10th January.	
AMBRIA	HAVRE and HAMBURG.	[15th January.]	
Duckstein	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	30th January.	Passengers
ALESIA	HAVRE and HAMBURG.	6th February.	.4 -
	(Calling at SINGAPORE and COLOMBO). HAVRE and HAMBURG.	23rd Feb. {	. ÷
Hildebrandt	Calling at SINGAPORE and PANALO.	8th March.	•
Miltrlaff	(Calling at SINGAPORE and COLOMBO). Particulars, apply to	ζ)	

HAMBURG-AMERIKA LINIB. HONGKONS OFFICE,

Gongkong, 4th January, 1904.

No. r. Queen's Buildings.

GO TO THE

Shipping—Steamers.

HONGKONG, CANTON, MACAO WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG CANTON LINE. (... F. Morrison, R.N.R. FATS.1 (N." 2,200 " HANKUN," 3,073 " "

(Saturday excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons,...... Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 P.M. | Sunday Do. from Macao to Hongkong daily at 8 A.M.] excepted.

CANTON-MACAO LINE.

7.30 A.M.; and leaves Macao, for Canton every Monday, Wednesday and Friday at about

JOINT SERVICE OF THE H.K., C. AND MACAD STEAMBOAT CO., LTD., THE CHINA NAVIGA-TION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE. "NANNING,"...........569 " "....... "

" TAK HING,"618 " " R. D. Thomas, Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cavin accommodation and are lighted throughout by electricity. Further particulars may be obtained at the Office of the-

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903.



REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
·	al .			•
TJIPANAS	JAVA PORTS vià MACASSAR.	January 5th.	SHANGHAI and JAPAN.	January 9th
TJILATJAP	Do.	First half of February	Do.	First half of February
ТЈІМАНІ	Kone and Y'HAMA.	First half of January	S'PORE, JAVA PORTS and MACASSAR.	First half of January

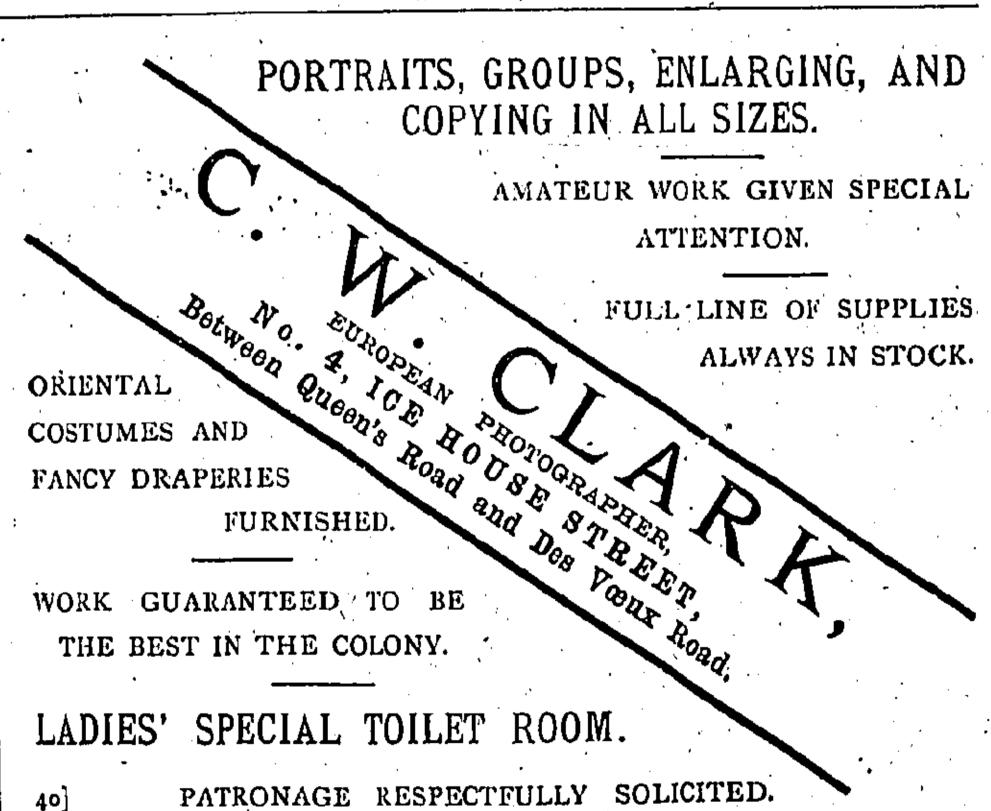
The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201, Hongkong, 28th December, 1903.

Untimations.



QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and Lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests. For Terms, apply to

Hongkong, 1st November, 1902.

HERMANOS. MERCHANTS, JEWEI

LERS AND WATCHMAKERS. EASTMAN'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES" "OMEGA" is the best, "THREE YEARS 10, QUEÉNS ROAD,

guarantee given to every purchaser. Watenn's Building

DENTIST. PRICE MODERATE—CONSULTATION FREE Next to the Hongkong Dispensary, 50, Queen's Road, Central. Hongkong, 5th January, 1904.

NOTICE.

THE MANAGER.

THE Date of CLOSING of ENTRIES for 1 " the FORTHCOMING RACES has been POSTPONED from the 9th JANUARY to SATURDAY, 16th. By Order,

Clerk of the Course. Hongkong, 29th December, 1903.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 bs. net \$4.75 ex Factory. In Bags of 250ths, net \$2.85 ex Factory. SHEWAN, TOMES & CO. General Managera. Hongkong, 15th August, 1903 Intinuations.

No. 1 DOCK.

Length inside. 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

HESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works No. 506; General, No. 876. Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th). Yokohama, May 11th, 1903.

CRAIGIEBURN

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56. For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of SHARE-HOLDERS in the Company will be held at the OFFICES of the Company, 14, Des Vœux Road, on SATURDAY, 16th January, 1904, at 11 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1903, declaring a Dividend and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 13th January, 1904, to SATURDAY, the 16th January, 1904, both days inclusive.
SHEWAN, TOMES & CO.,

General Managers. Hongkong, 4th January, 1904.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE above Company beg to inform their Customers that every Inspector, on reading a meter for the monthly account, should leave a slip with the consumer denoting the

index he records. The Company carnestly hope that Customers will at once Check the Figures with the meter index for themselves and report any error, or failure to leave the notification of the reading, at once to the undersigned. GEORGE CURRY,

Local Secretary. Hongkong, 4th January, 1904.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from I the Military Authorities that 15-Pr. B. L. GUN PRACTICE will be carried out from close to the 3rd Mile, Stone under Mount Davis in a South-Westerly direction at ranges from 800 to 1,800 yards. Practice will commence at 4 P.M. on Satur-

day, January 9th, if the range is clear. By Command. A. M. THOMSON. Acting Colonial Secretary

Colonial Secretary's Office, Hongkong, 4th January, 1904.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION

AGENTS, 16. DES VŒUX ROAD CENTRAL, HONGKONG. 🦚 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR LI ARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

Sole Agents for ferguson's special cream P. & O. SPECIAL LIQUER SCOTCH

WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYSAN STOCK

REASONABLE PRICES Hongkong, 15th December, 1903.

MEE CHEUNG. PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN

IS now in a position in his New and Com modious Premises to eclipse, as heretofore. ALL PHOTOGRAPHIC ART PRACTICE! in the Colony or in any part of the Far Rait. GROUPS AND VIEWS

a speciality,

DENTISTRY.

Houskone, oth February, 1901

SUI SANG. (Lately Prictising with Dr. I. SAKATA) No. 26, Connaught Road Central

THE KOWLOON LAND AND BUILD-ING COMPANY, LIMITED.

NIOTICE is hereby given that the FIFTEENTH ORDINARY MEET-ING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on WEDNESDAY, the 20th January, 1904, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1903.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, the 15th January, to WEDNESDAY, the 20th January, (both days inclusive) during which period no Transfer of Shares can be Re-

By Order of the Board of Directors. A SHELTON HOOPER, Secretary to The Hongkong Land Investment

and Agency Co., Limited, General Agents for The Kowloon Land and Building / Company, Limited. Hongkong, 5th January, 1904.

THE HONGKONG FROZEN FOOD SUPPLY.

DEPÔT No. 3, ICE HOUSE STREET.

ERESH SUPPLY OF FROZEN AUS-TRALIAN PRODUCE just received by the China Navigation Co.'s s.s. "TAIYUAN," including Mutton, Lamb, Pork, Sucking Pigs, SPICEU BEEF, Rabbits, FRITZ SAU-SAGES, Pork Sausages, Milk (concentrated), Fresh Butter, Cheese, BACON (PRIME, SMOKED), HAM (PRIME, SMOKED). Pass Books will be supplied to, and Credit Accounts kept with well known residents.

Price Lists on application. LAU KUE TONG,

Hongkong, 7th January, 1904.

DEUTSCHE WEINGESELLSCHAFT DUHR & CO., COELN. STOCK ON HAND OF

AHRBLEICHART, a red Ahr Wine at \$18.50 GRAACHER, Moselle at \$16.50 LAUBENHEIMER, Hock at \$1500 All per Case of 24 Quarts. Price Reductions for Larger Orders.

GROSSMANN & CO. Hongkong, 16th October, 1903.

TUBORG BEER.

FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals. PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints. Special Prices for Quantities.

Sole Agents:-SIEMSSEN & CO. Hongkong, 10th January, 1003

JUST LANDED AND NOW ON SHOW.

BRUSHES! BRUSHES! BRUSHES A VARIED ASSORTMENT of TOOTH BRUSHES of Various Sizes. NAIL BRUSHES,-

SHAVING BRUSHES, SHOE BRUSHES, STOVE BRUSHES.

PRICES YERY MODERATE.

H. RUTTONJEE, No. 5, D'Aguilar Street,

36 to 38, Elgin Road, Kowloon. Handbong, 6th January, 1904.

GENERAL STORE. WINE AND SPIRIT MERCHANTS. 102, QUEEN'S ROAD CENTRAL, HONGKONG.

TTAVE always on hand a Large Assortment of PROVISIONS of every Description 13 MECHANICAL TOYS, ELECTRO-PLATE GOODS, GOERZ TRIEDER BINOCULAR GLASSES, PERFUMERY, &c., &c. Customers are respectfully, invited to inspect

our Show Rooms. ALL GOODS ARE MARKED PRICES FIXED.

Hongkong, 5th January, 1904:

JUDGHENT.

(Continued from yesterday.)

"It appears that at tt. r p.m. on 17th August ship steering S: 65 W. (true) weather very fine. clear but dark, passed Good Hope Cape Light | the Commander reached the bridge. 16} miles off, there being then two steamers ahead on either how, steering more or less as ourselves. One Bell 11.45 p.m. (11.47 Log Book or apparent time) was about to be made when a junk-was reported by the lookout and being uncertain as to her movements, the helm was put to starboard to give her a wider berth, the deck-stern lights of one of the steamers referred to being North of the junk and about three points on our starboard bow. The Master hearing order to starboard came on the bridge and directed that helm should be starboarded to give steamer a still wider berth. when it was noticed that the steamer was rapidly starboarding and closing with us, the port engine was immediately reversed full speed, but the steamer which proved to be the Chinese cruiser Kruung tox closed and struck us on starboard side at an angle of about 20 degrees to-30 degrees by forward gangway ladder ripping and the Kwangtai slid along ship's side and it was supposed she had sustained no injuries beyond a glancing blow. Engines were at once -used to bring ship back to the vessel who now showed signs of distress by frequent blasts on syren, boats were cleared away and two life boats at once dispatched to assist, finally eight of ship's boats were taking off her crew, she apparently having received damage aft, evidently from contact with our starboard propeller."

Then follow particulars of the rescue work, and of the sinking of the cruiser at 1.27 a.m. It will be at once observed that while the

boarding but by reason of the mail steamer plan make the two vessels meet at an angle of about forty-five degrees, the entry in the log book makes the angle one of between 20 and 30 degrees, and this agrees with the evidence of most of the mail steamer's witnesses, and is also more in accord with the injuries sustained by the mail steamer. In another plan drawn during the trial the angle is shown as forty degress, and that seems to be the lowest angle the manœuvres assumed in the plan admit of.

K.

If the vessels had met at that angle the damage at the points of first impact would probably have been much more serious.

But a more important element is the element of time. We cannot expect to have in a collision a record of the exact moment at which each thing is seen or done, but we have in this case the means of judging with reasonable accuracy. the interval, which elapsed from the time the cruiser was seen to starboard until the bows of the two vessels came into collision.

The Commander says that very soon after going on the bridge it appeared to him that the cruiser was closing and he gave the order to starboard, that as he gave that order he was sure she was closing, and gave the order to hard a starboard, and, as he did so, to save time, he worked the telegraph himself and or dered the port engine to be reversed, and says that the order to reverse the port engine remained on the telegraph until the first impact. The engineer in charge of the port engine says that he was standing within' a few feet of the levers when the telegraph bell rang, that he reversed at once, and that the next the collision. Those on heard the mail steamer order full speed ahead was given at the time or immediately after the impact. He said that it takes from ten to fifteen seconds to alter from full speed ahead to full speed astern, and he estimated that the engines were going astern fully three quarters of a minute. But he afterwards said that the engine made about thirty revolutions astern before the order to stop was given, that in the first quarter of a minute they would probably make ten to fifteen revolutions, the second quarter more, and the third quarter more still. It would seem probable therefore that they were actually going astern for not more than half a minute, and this is rather borne out by the entry in the engine room log, "Port engines stop 11.47 astern full speed 11.47 ahead full speed 11.47." Allowing time to put the engines astern, and allowing half a minute as the time the engines were going astern the whole time which elapsed from the moment the order hard a starboard was given until the ships more than three quarters of a minute.

Now for the cruiser to go from the place assigned to her in the mail steamer's plan at the time of the mail steamer's order hard a starboard to the place of collision would take nearly twice that time. In the plan, taking the initial speed of the cruiser at to knots, the time taken is a minute 20 seconds, and in a corrected plan, where the speed is taken as 9 knots, the time required is 1 minute 30 seconds. If the available time is reduced by a half or nearly a half, and I arrive at the conclusion on the evidence that must be so reduced, it is clear that the cruiser could not possibly have executed the man œuvre attributed to her. She could not in the time available have traversed the distance and if the bearings given by the mall steamer are correct the distance between the cruiser and the mail steamer must have been much less than was estimated by the mail steamer, and the distance between the courses must also have been less. In the time available, more over the mail steamer herself could not have got into the position assigned to her in the plan. We have no reliable evidence as to how far her head had turned from the time of the order. hard a starboard until the first impact. compass observation was taken on board the mail steamer, but whatever may have been the direction of the ship's head the time available was scarcely sufficient to allow the body of the ship to get clear of the advance of her course.

Then it may be observed as to the course of the mail iteamer, immediately before the order to hard a starboard was given, she is described as having been for about a minute and a half. on a course about six degrees south of her damage over the side and soon alterwards

"EMPRESS OF INDIA"-"KWANG | regular course in consequence of the order | went to the Kwanglal in my boat and assisted starboard half a point when the junk was reparted. But no effect is allowed for the order to resume her courses, which was given by the officer of the watch, and I'm of opinion that some effect must be allowed for this. The order was given, but was not heard by the Commander, and it was probably given before

I have come then to the conclusion that the time which elapsed between the order hard a starboard and the collision was considerably less than the time taken in the plan, and consequently that the time which elapsed between the reporting of the junk and the collision was also less. I think it probable that the time did not exceed two minutes. That being so, I am advised that the fact of the cruiser's stern light bearing about three points on the mail steamer's starboard bow was quite consistent with the two steamers having kept their respective courses, the cruiser about S. 65 1 W. true and the mail steamer about S. 69 W. true, and I have come to the conclusion that up till that time they had kept their courses, but that they were much nearer to each other than was appreciated by those on board the mail steamer. I have also come to the conclusion that after the order was given it away, the starboard engine was then stopped by the officer of the watch of the mail steamer to starboard half a point and her head had gone off to port under a starboard helm she had nearly if not altogether resumed her course when the order hard a starboard was given, and that after that order was given there was not time for the mail steamer to alter the direction of her head so much as is put down on the plan, and that she had not time to get off the course she was on until she was on the top of the cruiser, in other words that when the order

> any steps to avoid the cruiser. Before the question of the cruiser starboard: ing or not starboarding is disposed of, it is necessary to consider the evidence with regard to the junk. The learned Counsel for the defendants laid much stress on this element in the case, as a ground for the contention that the cruiser must have altered her course. I et us see how that evidence stands.

hard a starboard was given the collision was

inevitable, not by reason of the cruiser star-

having kept her course too long without taking

All those on board the cruiser who were examined on the point testified that they saw no junk. One very material witness both as regards this point and as regards the movements of the cruiser generally was absent, that is, the commander of the cruiser who was on the bridge and in charge of the navigation at the time of the collision and for some time before. He was among those who were drawned when the cruiser sank, and I shall have occasion to refer to the subject of his death. But for the matter now in hand it is enough to. say that the witnesses from the cruiser who were asked had they seen any junk answering in time and position to the junk in question all

denied that they had seen such a junk. If we turn to the general statement in the official log book of the mail steamer we find the junk is mentioned, but the bearing is not given. The statement is signed by the commander and the mate but so far as regards the junk it appears to be entirely an impersonal statement. The mate was not examined and he does not appear to have been in a position. to see what took place before or at the time of by whom the junk might have been seen, were. as we have been told, seven in all, that is the extra second efficer, who was the officer of the watch, the third officer, two quartermasters, one at the wheel and one near the wheelhouse, and two lookout men, one on the forecastle head, and one in the crow's nest, and the commander. In the general statement in the official log book there is no mention of the commander having seen the junk, and having heard his evidence. I am satisfied that he did not see it. In his examination in chief he was not asked whether he had seen it, and the learned Counsel for the defence sought to get in evidence of the junk by asking him what the officer of the watch had told him. In cross examination he was asked about the junk and he said the officer of the watch pointed out its position, and the rest of his evidence with regard to the junk was mostly by way of argument. I arrive at the conclusion that the officer of the watch did not succeed in bringwere in collision bow to bow was probably not ing the junk within the commander's actual observation. In drawing any conclusion from this, allowance must of course be made for the commander having come out of his own room into the darkness and requiring some time before he could see as clearly as one who had remained on deck. Each of the other six

> log the day after the collision. ... With an exception I shall refer to, in only two of these statements is there any reference to the junk, that is, in the statement of the officer of the watch and the statement of the lookout in the crow's nest. The extra second

members of the ship's company made their

statements with regard to the collision which

were taken down and entered in the official

officer says! "I was officer of the watch from 8,0 p.m. to time of collision and first saw the steamer a about 9.45 p.m. right ahead (stern light) she gradually altered her bearing to the north and before altering our course from S. 64 W. to S. 68 W. at 11.38 p.m. she was well on the starboard bow. When overhauling the steamer and when she was about three points on the starboard bow I observed a junk about two points on our starboard bow and I ordered the the helm to starboard in order to give the junk a wider benth and I ordered the course to be resumed on seeing everything well clear. Just as the Commander came on the bridge to me the vessel appeared to be altering her course to port and the Commander gave orders to starboard and to hard-a-starboard in quick succession reversing the port engine, and soon after the vessel struck us just forward of the bridge and I stopped the engines at Commander's orders. Lawas then sent to report on

in bringing off the crow. In the first place I was surprised to see the Kwanglai starboard her thelm to avoid the junk as the latter had little way upon her and being upon the Kwangtais port bow, to port was the obvious course to take, but even after having starboarded, I consider that had the Kwungtai resumed her course after clearing the junk there was ample room for the two steamers to pass clear of each other. Instead, the Kwangtai appeared to keep her helm hard-a-starboard until she struck us, being previously loudly hailed by Commander and myself to port her helm."

The statement of the lookout in the crow's nest is as follows:-

I was on the lookout in the crow's nest of the Empress of India from 10.0 p.m. till time of collision, I saw a fishing-boat on the starboard bow without lights and between the ship and the Kwangtai, I saw the Kavanglai alter her course to port and pass between the ship and the fishing boat. Up to the time of the Kwanglai altering her course there was any amount of room between our ship and the Kwangtai. I consider that had the Kwangtai resumed her former_course on clearing the fishing boat there would still have been plenty of room between the vessels. She did not alter her course back at all."

The exception I have referred to is the statement of the third officer. There is in it a reference to the junk, but it is erased, and there is in it no further mention of the junk. (To be continued.)

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

TO-MORROW (SATURDAY), the oth Japuary, 1904, at 2.30 P.M.,

SALES ROOMS, No. 8, Des Vœux Road, Corner of Ice House Street, A QUANTITY OF PHOTOGRAPHIC APPARATUS, Comprising:

KODAKS and CAMPRAS, LENSES, DEVELOPING HOLDERS. DISHES, STANDS, SENSITISED POST CARDS, ENLARGING CAMERAS, &c. TERMS :- As usual. HUGHES & HOUGH,

Auctioneers. Hongkong, 6th January, 1904.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION,

TO-MORROW ·(SATURDAY), the 9th January, 1904, commencing at 2.30 P.M., at his SALES ROOMS, DUDDELL STREET, A QUANTITY OF HOUSEHOLD FURNITURE

ONE COTTAGE PIANO, By JOHN BRINSMEAD & SON. (Particulars can be seen from Catalogue). TERMS:—As Customary. On View from FRIDAY, the 8th instant. GEO. P. LAMMERT,

Auctioneer. Honokono. 6th January 1904.

Notices of Firms.

NOTICE.

TAJE have authorized Mr. L. M. H. BOIS-SEREE from This Date to sign the LUTGENS, EINSTMANN & CO.

Hongkong, 1st January, 1904.

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED. THE Undersigned having been appointed AGENTS for the above Company are

SIEMSSEN & CO. Hongkong, 1st January, 1904.

prepared to accept RISKS against FIRE at

CURRENT RATES.

NOTICE.

THE PARTNERSHIP hitherto existing between Myself and Mr. JOHN HAS-TINGS having been disselved by effluxion of time, my Business will in future be carried on under the Firm Name of DEACON, LOOKER and DEACON. VICTOR H. DEACON.

to, Queen's Road, Hongkong, 1st January, 1904.

NOTACE. THE PARTNERSHIP between Mr. VIC-TOR H. DEACON and Myself having

expired, I shall carry on my Business in future at No. 2, WYNDHAM STREET (Old German Club Premises). JOHN HASTINGS. Hongkong, 1st January, 1904.

To be Net.

TO LET.

TIRST and SECOND FLOORS of No. 34, QUEEN'S ROAD CENTRAL, opposite the GENERAL POST OFFICE, after MARCH SIBT 1904, at present occupied by Messn. POWELL & Co. and the Cosmopolitan House. This House is especially suitable for people who are seeking places for Hotel purposes. Please apply to-

YEE SANG FAT, at the above Address. Hongkong, 29th Decimber, 1903.

HONGKONG

HIGHER CLASS PHOTOGRAPHER, 41 & 43. QUEEN'S READ CENTRAL,

DORTRAITS GROUPS and ENLAR-GING and COPYING in all Sizes.

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VICTOR TALKING MACHINES

> -ABSALUTE REPRODUCTION. OFTHE **HUMAN VOICE**

SHIPS PIANO PLAYERS \$450

CASHORCREDIT

Hongkong, 6th January 1994

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NOTE ADDRESS:--2,

For full Particulars, &c., &c., Apply to W. STUART HARRISON, A.M. INST. C.E.,

Manager

Hongkong, 2nd April, 1903. THE AMERICAN SYSTEM

DENTISTRY.

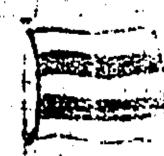
DR. M. H. CHAUN. 27, DES VOEUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.

Hongkong, and January, 1904

KAISHA

Mails.

(THE JAPAN MAIL STEAMSHIP COMPARY.)



PROJECTED SAILINGS FROM HONGKONG .- SUBJECT TO ALTERATION. SAILING DATES DESTINATIONS. STRAMERS. (MARSEILLES, LONDON & AL T-) SATURDAY, 9th Jan., at TAMBA MARU WERP, VIA SINGAPORE, PENANG, Daylight. J. W. Wale..... COLOMBO and PORT SAID VICTORIA, B.C., and SEATTLE, TUESDAY, 12th Jan., at RIOJUN MARU* U.S.A., VIA SHANGHAI, MOJI, F. L. Pyne KOBE and YOKOHAMA FRIDAY, 15th Jan., at ... KAMAKURA MARU KOBE and YOKOHAMA..... Daylight, H. Peterson THURSDAY, 21st Jan., at BOMBAY MARU KOBE and YOKOHAMA..... Noon. T. Murai.....

SYDNEY, MELBOURNE and ADELAIDE, VIA MANILA, THURS-NIKKO MARU DAY ISLAND, TOWNSVILLE and E. W. Haswell BRISBANE MARSEILLES, LONDON & ANT-SANUKI MARU WERP, VIA SINGAPORE, PENANG, W. Townsend COLOMBO and PORT SAID KAGOSHIMA MARU......

Daylight. BOMBAY, VIA : INGAPORE and Tuesday, 26th Jan., at COLOMBO * Through Passenger Tickets issued for the Principal Cities in the United States; Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through

Passengers have the Option of Travelling by the Sanyo Railway. For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A S MIHARA Manager.

FRIDAY, 22nd Jan., at

SATURDAY, 23rd Jann at

Histophera, th January, 1804. COMPAGNIE DUS MESSAGERIAS

MARITIMES. BAQUEBOTS-POSTE FRANCAIS NOTICE.

SAIGON, SINGAPORE, BATAVIA. COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRALIEAR AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUN;

PORTS OF BRAZIL AND RIVER PLATE.

N TUESDAY, the 12th January, 1904, at I P.N., the Company's Steamship "ANNAM," Captain Girard, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, [Through Bills of Lading issued for BATAVIA, WITHOUT TRANSHIEMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. Caledonien bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Mainsty's Mails, will be despatched from this for places of Europe.

Shipping Orders will be grante! till NOON only on MONDAY, the 11th January, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents other Cargo for London, &c., will be conveyed and Value of Packages are required. For further l'articulars, apply at the Com-

nany's Office. COTDE CHAMPEAUX,

Hangkong, 31st December, 1903. HORTHERN PAGIFIC STEAMSHIP COMPAHY.

BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILING - FROM HONGKONG, SHANGHAI, INLAND SEA OF JAPAN,

ROBE AND YOKUHAMA FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY

COMPANY.

...Captainsi Tons. | Steamers. Lyraf 4,417 G. V. Williams. Jan. 15 A. Dixon Shawmut 9,606 W. M. Smith ... Feb. Tacoma* 2,81 ; M. Ridley Feb. 26 Victor 20* 3,502 J. Truebridge ... Mar. 16 Tremont 9,606 T. W. Garlick.. Mar. 25

† Cargo only. Steamers marked (*) have no second-class passenger accommodation. The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Govern-

ment Services. Through Bills of Lading issued to Parific Coast Points and to the Principal Cities in the United States and Canada. For further Information as to Freight or

Passage, apply to DODWELL, & CO., LIMITED, General Agents. Honekong, 6th January, 1904.

Potel.

KING EDWARD HOTEL.

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PRIVATE BAR BILLIARD ROOMS:

Hot and Cold Water throughout.

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Hongkong, 33th, October, 1973



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PERSIAN GULF, CONTINENTAL, AMERI-CAN and SOUTH AFRICAN PORTS.) THE Steamsbip "COROMANDEL, Captain G. M. Montford, R.N.R., carrying His

BOMBAY, on SATURDAY, the 16th instant,

at Noon, taking Passengers and Cargo for the Silk and Valuables, all Cargo for France, and 'Fee for London (under arrangement) will he transhipped at Colombo into a steamer proceeding direct to Marseilles and London;

vid Bombay. Parcell will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note:

to the terms and conditions of the Company's Bills of Lading. For further Particulars, apply to

Hongkong, 4th January, 1004.

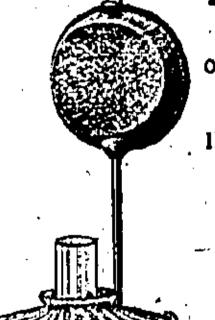
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TYEATH'S PATENT HEZZANITH I BELL. SEXTANTS. Other Makers: HUGHES, CARY & POTTER, &c., to be sold cheap.

Apply— " BOX;" Clo Hongkong Telegraph Office. Hongkong, 22nd December, 1903.

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INCANDESCENT MANTLES, :-OHIMNEYS, GLOBES. SHADES, &c.

GASOT INE AND GAS LAMPS at the most moderate prices.

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Houghong, anth May, 1895

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THE MANAGER.

Hongkong, soth September, 1901

Hongkong Telegroph Con Lide

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Gives immediate relief and quickly cures all cases of Cough, both in Adults and Children.

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TELEGRAMS: "CARMICHAEL," Hongkong. A. B. C. Code, 4th Edition. A. I Code

Liebers Standard Code

TELEPONE, 232. Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer made in the tropics-SAN MIGUEL.

NOTICE All communications intended for publication is The "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and

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SUBSCRIPTION RATES (IN ADVANCE). Dathy-\$30 per annum. WEEKLY-\$13 per annum.

The rates per quarter and per measen, proportional, The daily issue is delivered free when the address, is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 conts per quarter.

Single Copies Daily, ten cents; Weekly, twenty-

The Bongkong Celegraph

HONGKONG, FRIDAY, JANUARY 8, 1904.

HONGKONG JOURNALISTS ASSOCIATION.

Nobody with the journalistic instinct, or a journalistic training, and a fair measure of candour, can deny that there are many admirable features in the Association recently constituted by the Pressmen of Hongkong. An acquaintance with the history of local journalism need not be more than slight and casual to reveal the fact that our newsgatherers have done much to add to the epute of the fraternity and raise them in the esteem of their fellow-citizens. We cannot dissociate ourselves from the knowledge that of late years there seems to have grown up in the Colony a strange tendency to regard the journalist as a person only to be tolerated; and even to be pitied. He neither desires to be tolerated nor wants pity. Journ alists are proud of the profession in the ranks of which they are humble toilers, proud of the record it has made, the work it is doing; proud of the position it occupies in the forefront of the forces that make of it a popular parliament, a popular court of justice, a court of honour, and a court of criticism upon every question that may arise -upon all questions of public conduct, upon all questions of public morality, and upon questions of taste. The journalist in the exercise of his profession is ubiquitous, having to rub shoulders with all sorts and conditions [35] of men. There exists no calling of which the members have a more profound knowledge of humanity than that of th newspaper man. The etiquette of the Court must be at his linger tips," and the slang of the alley have no secrets for him. Outside of the profession few realise his hopes, his struggles and his disappointments, or the standard he has set up for his own guidance, or the buffets he receives. We recognise his sense of loyalty to his paper that nothing can shake; an enthusiasm that never wanes. There is no profession in which the standard of journalists or of debating questions affecting of honour is higher and wherein the spirit of fraternity and good will is more pronounced. What is true of the home press -the most characteristic of British institutions—is equally applicable to the Fourth Estate in Hongkong. The Head of the admin istration civil as well as the President of the Bench judicial have quite recently rendered appreciative homage to the "tone and standing" of the Press of Hongkong in a manner that at once elevates it to the position it has attained by virtue of its unimpeachable character and dignity. The journalists of the Colony have realised that it is time they should unite themselves in a legitimate effort to ensure the recognition of the respect that is due to their profession and its individual members as educated and intelligent men -a respect oft times (perhaps unwittingly) ignored,—and the acknowledgment of their standing in our society, with its peculiar constitution in the arrogation to itself of an aristocracy to which it has no rightful claim. There can be little doubt that the powerful alliance will, once and for al succeed in establishing the principles i has advanced, and as long as our local press is marked by the tone that distinguishes i

LOCAL AND GENERAL.

to-day its success is undoubtedly assured.

THE German mail of the 9th December was delivered in London on the 7th inst.

THE departure of the P. & O. s.s. Ceylon for London and Antwerp via ports has been cancelled.

THE wheat yield of New South Wales is 21,570,000 bushels, being an increase of 12,500ooo bushels over the record year 1901.

THE Pollard Company gave their farewell performance in Rangoon on the 17th ult. before a huge audience, there being more money in the house than has ever been known in Rangoon.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Commander of the German mail steamer Sachsen which arrived from Europe this morning, reports that on 30th Dec. at 10 a.m. he passed the steamer Baron Balfour at 5° 51" north and 94° 11" east, which wished to be reported to her agents.

THE N.Y. K. steamer Shinagan a-maru, which stranded off Omnyesaki, Enshu, on the 20th ult., has been abandoned. The Tairen-maru, the steamer that was sent to the assistance of the stranded vessel, found the position of the Shinagawa hopeless, the hill being rammed by several large rocks.

FRIE German steamer Director Arthur Barty, Capt. R. Edler, from Emden, reports that when in Long. 119° 35 N, lat 150, 35 N they communicated with the American barque Eva J. Ray which was then 92 days out on the voyage from Rangoon to Hongkong. She asked for provisions and the steamer sent heroff a barrel of beef.

By kind permission of Major Radeliff and officers the Band of the 93rd Burma Infantry will play at the Hingkong Hotel to-morrow Saturday evening from 8 to 9.30.

BANK PROGRAMME.

March "Soldiers of the King " Hewitt
Entractement Minit!" Hamilton Clarke
Selection "The Runaway Girl" Ivon Caryil
Cornet Solo, " My Dicams "
Selection "The New Barmaid "
Valez "Venetian Song "
Dances "Slavonic "
God says the King,

PRESS ASSOCIATION FOR

HONGKONG.As the outcome of several meetings convened by the Pressmen of the Colony, a Journalists Association has been constituted in Hongkong. Its objects are the promotion of whatever may tend to the elevation and improvement of the status of journalists in the Far East and obtaining for journalists, as such, formal and definite professional standing; promoting personal and -ocial intercourse between member of the Association; and holding conferences and meetings for the discussion of professional affairs interests and duties; the acquisition by the Association of a room or other place of meeting; and the promotion by all reasonable means of the interests of journalism. The Association consists of a President, Honorary Secretary and Treasurer and a Committee of not less than three members, and of members and associates. The President and Honorary Secretary and Treasurer are ex officio members of the Committee. Mr. T. H. Reid has been elected President while the Committee comprises Messrs. P W. Sergeant, Douglas Story, and W. H. Donald. with the President and Hon. Secretary and Treasurer, Mr. E. A. Snewin, as ex officio members The Association, which is governed by the Committee, consists of two classes, viz. Members and Associates. Members will be per sons not less than twenty-one years of age who have been for at least two years professional journalists and are at the time of their election in the active practice of their profession. sociates will be persons employed in the newspaper offices in the Colony ineligible as m mbers, but by reason of their relations with journalism qualified to concur with journalists in the advancement and service of the profession. Members alone will have the righ to vote or to be present at meetings convened for the purpose of discussing the professional status member in their purely journalistic capacity. The qualifications recognised by the Association as constituting any person a journalist within the meaning of the_rules. of the Association is that he is professionally and habitually engaged upon the staff of a journal in the capacity of editor, leaderwriter, writer of special articles, assistant-editor, sub-editor,

WATER RETURN

Level and Storage of Water in Reservoirs on the 1st Ianuary.

	,			
. •	LE	VEL.		
	1903.		1904.	
Tytam	} 14' 11" overflow	below }	19' <u>5</u> " - belo overflow	DW.
,Pokfulam	21' 6" overflow	below }	22' 7½" bela overflow	wc
Wong-nai- cheong	$\begin{array}{c} 35' \ 2\frac{1}{2}'' \\ \text{overflow} \end{array}$	below }	overilow	ow.

STORAGE GALLONS. Tytam..... 240,100,000 27.,070,000 Pokfulam 19,575,000 21,600,000 9,701 000 Wong-nei-theong 1,90 3,000

Total...... 293,570,000 269,381,003

Consumption... 69,834,000 112,120,000 gallons Estimated po-? 221,700 pulation Consumption) per head per } Intermittent supply in force during the

December, 1903. Consumption of Water in Kowloon Péninsula during the month of December.

whole of December 1902; and from the 21st

Consumption 14,516,000 14,568,000 gallons Estimated po-65,400 pulation Consumption) per head per } day......

The Government Analyst reports that the water is of excellent quality. W: CHATHAM,

Water Authority. HE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL,

IS IT WAR!

EXCITEMENT IN HONGKING. WILD RUMOURS!

. I ate last night a war scare struck this city,

and all day, from the first streak of dawn, ram-

pant rumour stalked through our streets. The first notification of an impending military movement was given out during the regimenal dance of the Sherwood Foresters, at the City Hall, last night, when it was whispered that news had been received that hostil ties had commenced and that a portion of our garrison were under orders to hold themselves in readiness to proceed to the North. Inquiries made early this morning resulted in the information that 250 men of the Derbyshire Rg. had been mobilised, and were awaiting embarkation for an unknown destination, Colonel Wylly, Captain Green, D.S.O., and Lieutenant Milwort being the officers designated to accompany the detachment. The authorities at the Headquarter office refused to part with any information in reply to the anxious inquiries of ubiquitous Pressmen, and all efforts to animate the sphinx-like functionaries at the Naval Yard proved equally unavailing. The reficence. and secrecy of the authorities gave rise to the wildest of canards, which; taking flight from the bars of our clubs and hostelries, sped t rough our busy thoroughfares, and circled over the Praya. Jones swore on his honour that the Foresters were off to Canton, where the raging crowds of infuriated Chinese were tearing up the railway. Smith declared that the troops were speeding already on the Humber to Amoy to suppress the riot, and Brown declared on oath that the Tommies were for Scoul or, perhaps, Peking. It was stated that they had left at 11 a.m. and, again; others declared that at 1 p.m. the men were still here. The excitement was feverish at noon, and at 3 pm. it had developed into a frenzy. The journalists of Hongkong rose to the occasion, and our arcades echoed the hurried tramp of their eager footsteps, our street, were filled with the rattling din of their ricksha wheels. Undaunted by the blank-faced and exhausted reporters who, time after time, returned without news to the offices of our journals, editors laid down their busy pen, rushed forth from their sanctum, interviewed Army officers, public functionaries, sergeants, corporals, and dodged around the gates of Murray Barracks in the hope of securing the "scoop" of the day. Seconds, minutes, hours flew, but the most strenuous effor.s were unavailing. Meanwhile, the public ramour grew in volume, quantity and detail, and the ultima thule of the crisis was reached when the "man in the street who knows" swore by all his household gods that Toin, Dick, Harry & Co. had received a cable from their agents in the North informing them that the Japanese fleet had playfully thrown too shells into Port Arthur yesterday. One hundred and no more! Proof certain of the far-seeing policy of Japan in conducting the struggle on the most possibly economical lines. Surely, after this, none of us will accuse the "man who knows "either of vagueness or exaggeration. Perhaps, if we had asked, he might have told us the exact number of windows that were broken in the bombarded town. When the thought occurred, it was too late. Staggered by the preciseness and exactitude of his information we had allowed him to escape. Certain was it that, at the time we went to press, those who are really likely to know the first, we refer to the leading Japanese firms i the Colony, had received no definite information as to an outbreak of hostilities, though there was no attempt to conceal the extreme gravity of the situation.

NORTHERN NOTES.

ridiculus mus.

However, none can declare that the dogs of

war are loose, and of the wave of excitement

and speculation that swept our Colony to day,

it may yet be said : Parturiunt montes, nascitur

The Kobe Herald of the 28th ult. says:-The foreign insurance companies of Yokohama are reported to have raised the rate on Japanese si ips to 125, which is just twenty times the recent rate.

The Nippon Yusen Kaisha head office in Tokio has been unusually active recently, and the number of communications with their principal branches has considerably increased. A large number of officials, besides those on watch, were working in the office yesterday.

An Imperial Ordinatice was issued to-day providing for appropriations from Reserve Funds to meet the expenditure necessitated by the political situation; The Government have thus at their immediate disposal Y200,000,000; viz, fifty million yen from the reserve fund for the renewal of warships, torpedoes and education; thirty million yen, balance of bonds recently floated in London; and one hundred Consumption of Water in the City of Victoria | and twenty millions, specie reserve of the Bank and Hill District during the month of December. of Japan. It is thought that the foregoing will suffice to meet the expenditure for the time. being if hostilities result.

The Yorodau states that the chief officials of the Nippon Yusen Kaisha held a council on Friday morning and decided to offer the sergallons | vices of its whole fleet, consisting of 76 vessels to be used as transports at a fare between 5 and Y31 person. In the afternoon, Mr. Kondo, president of the company, notified the Minister of Communications of that effect. The same journal reports that tife Japanese Government has decided to expend 5 million yen for the time being for extending Japanese influence in Corea. With that sum, we are told, the Government intenditu) to purchase the electric tramway in Scoul nov under American management, (2) to establish a central Corean bank, (3) to secure for Jamese the right of managing Corean custom and to have a Japanese subject: appointed mancial adviser to the Corean Government and (4) to monopolize the privilege of building hilways in the peninsula. Coupt Katsura and to on Sone are said to be the chief workers the scheme, with Mr. Omiwa as their agents or negotiating with the Corean Government market would undoubtedly benefit

THE Beer to drink of the tropics is the Beer made in the trouce-SAN MIGUEL.

JAPANESE ENTERPRISE.

THE HOUSE OF MITSUL

We are indebted to the courtesy of the Mitsu Bussan Kaisha for a most, interesting and artistic publication entitled The House of Mitsui." There are comparatively few that are conversant with the fact that the immense commercial enterprises, known respectively as the Mitsui Ginko (bank), Mitsui Bussan Kaisha, Mitsui Kosan Kaisha and Mitsui Goful uten (drygoods store), whose sphere of influence in the economical world of Japan and the East is so vast and extensive, are the outcome of a joint association of eleven branches of the Mitsuifamily. There is something distinctly interesting and romantic in the origin of this vast combine when it is considered that its present directors are descendants of the famous foudal lord of Namadzuye, Takashige Mitsui, a renowned warrior of the 15th century. In 1723, observing the verbal will of Takatoshi Mitsui, his son, Hachirobei Takahira, laid down in writing the Family Rules, by which he and his five brothers pledged themselves to form a collective body of partners working with a collective capital. This agreement, drawn up 180 years ago, is the same upon which the whole undertaking is worked to-day. With the restoration of the Meiji era, an im-

portant epoch was opened in the history of the firm. While the new government under the direct control of the Emperor was in the process of consolidation, the Mirsuis acted as its principal financing agent. As a reward for this and other public services to the country, Baron Hachiroemon Mitsui, the present head of the house, was created a peer, and other partners were given various titles. The bank and shipping business were founded in 1876, and in 1889 the firm acquired from the Government the Milke Coal Mines. Since then several other mines have come under the control of the family. According to the social institutions of Japan the unit of seciety is the family, and not the individual as in the Western world. The House of Mitsui is a collective body, a joint association of eleven families, which work, with their collective capital, in their joint name, and under the system of unlimited joint liability; and that they enjoy almost unbounded confidence and credit both at home and abroad is assuredly due to this admirable system of business organisation. Besides the enterprises already mentioned as undertaken by the sole power of the House of Mitsui, the family is an important shareholder in the Bank of Jayan, Yokohan a Specie Bank, First Bank, Hokkaido Colliery and Railway Co.: Sanyo Ry. Co., Nippon Ry. Co., Kinshiu Ry. Co., Tokio Tramway Co., Japan Mail Steamship Co., Tokio Marine Insurance Co., Kanegasuchi Cotton Spinning Co., Oji Paper Mill Co., and the Formosa "Sugar Refining Co. These shares toget er with those of numerous other companies amount to over ten million yen, from which it can be realised that the influence of this immense family association can make itself felt in nearly all branches of Japan's economic concerns.

THE S.S. "IIELENE RICKMERS." police, who appear to have used him almost as badly as the elements had done the ship on previous occasions. After these experiences the owners, if at all superstitious, will, we should think, give instructions that Japan is a dangerous region for the Heldne Rickmers. 10 would be interesting, by the way, to know who would have been responsible if a storm had sprung up while the police had the Captain and his first and second officers in custody. Under the best of circumstances a large ship like the Helène Rickmers is not in a very safe situation in a place like Moji, where the tide runs with such swiftness, and it was exposing the vessel to serious danger to deprive her of her principal officers at the same time and for several hours.-Kobe Chronicle.

AMERICAN FLOUR IN JAPAN.

ITS INCREASING POPULARITY.

The demand for American flour in Japan has shown a remarkable increase of late years, sayst knots for 11,000 sea miles. the Kabe Chronicle. According to the lateststatistics published, the value of the flour imported now amounts to some Y3,000,000 annually, and there are indications of a still further increase. When flour was first introduced into this country it was used only by confectioners, but it is now coming into general use as an article of diet. About ten years ago the value of flour imported was more than Y700,000 per annum, and the demand began to show gradual increase at the conclusion of the Japan-China war. It is generally known that during the war flour was largely imported by speculators—to such an extent, indeed, that it became a glut on the market. The demand declined when place was declared, and those who had been endeavouring to make a corner had to dispose of their stock at very low rates, the result being that the market was largely extended, and the Japanese began to appreciate the value of flour as a foodstuff. Since that time the demand for flour has continued to increase, and in the short space of ten years the import of flour has expanded tenfold. It is pointed out that att the present time the price of flour rules rather below that of rice, and in case of hostilities breaking out between Japan and Russia, the stocks of flour at Kobe and Yokohama would soon be exhausted, while the price would rapidly advance and the flour

HE Beer to drink in the tropics is the Beer A made in the tropics—SAN MIGUEL.

FOOTBALL.

To-morrow afternoon on the Happy Valley. the Hongkong Football Club will play H.M.S. Albion. Kick-off at 4 p.m. The following will play for the Club :- F. H. Kew, goal; W. C. Austen and E. F. Ancott, backs; W. C. Gray, W. C. Bonnar and J. D. Danby, haives; W. H. Williams, H. A. Brent, R. Hancock, C. R. S. Cooper and J. Richardson, forwards.

CRICKET LEAGUE.

LEAGUE TABLE.

Clubs. Played, Won, Lost, Drawn, Points Civil Service 6 Craigengower 8 R. E. "Tamar" R. A. M. C... 6

H.K. C.C. "A"

Parsees

CRAIGENGOWER v. "TAMAR" The return match in the League between

the above Clubs will be played on Saturday on the ground of the former Club which will be represented by A. O. Brawn, L. E. Lammert, R. Basa, M. E. Asger, E. R. Herton, J. Craik, E. Ford, R. Pestonji, L. A. Rose, J. P. Jordan, and J. Gloyn:

THE "CONSTITUCION" AND THE "LIBERDAD."

We give below the following further particulars of the two battleships recently purchased by the Admiralty from the Chilian Government, taken from a home paper.

DESCRIPTION OF THE VESSELS. The two vessels thus acquired were launched-the Constitution from the Elswick yard on January 13, and the Liberdad on January 15. Each is remarkable for the weight of its firing and its coal-carrying capacity. The Constitucion can fire a total weight of 131 tons of projectiles in a minute, with a collective energy of 1,700,000 foot tons. Of protective armour she carries a K. C. belt 7in. in thickness (tapered at the extremities) over the whole length of the ship, and extending vertically from 5st. below the water-line to the upper deck. The barbettes of the twin mountings for the 10in. guns are covered by 10in. K. C. armour; and the ten 7'5in guns on the main deck, besides being protected by the 7in. side armour, are separated from each other by armoured bulk-

heads both longitudinally and transversely. An under-water protective deck sin, thick on the slope is fitted throughout; and in addition special protection is given on the upper deck to the 7.5in. guns below. The sea speed of 19 knots is the same, and trunks are provided for coal sufficient to carry the ship 11,000 knots at

The firing capacity of the Liberdad is, according to an article which appeared in Engineering at the time she was launched, only exceeded by the latest vessels in the United States Fleet. The weight of shot which the American New Jersey class is able to discharge The Helène Rickmers, whose Captain has per 1,000 tons of displacement is 440lb., wherehad such an unpleasant experience at Moji, as the weight fired in one round by this Chilian must have most unfortunate recollections of ship is 427lb, per 1,000 tons from all guns and Japan, if a ship can be treated as a personality. 4071b. from primary weapons. The new battle-Twelve years ago, in August 1901, she went ships of the British Navy of the King Edward ashere at Kobe during a typhoon, and was VII. class fire at the rate of 326lb. per unit of hard and fast off the Eastern camber for some displacement, in the Duncan class the gun three weeks, being eventually floated by the power is equal to 328lb. per 1,000 tons diplacelate Mr. A. C. Sim. When got off, it was found | ment, in the latest French ships the proportion that she had knocked two or three ho'es in her is 306lb., and in the case of the Russian and bottom, and she had to be taken to Nagasaki | German ships 290lb, each. The length of the for repairs of a somewhat extensive nature. Liberdad is 426st., the breadth 71st, and the For about seven years she avoided the coast of | depth 41ft. The draft is 24ft. 6in., and at this Japan, and then, if we remember aright, she the displacement will be about 11,800 tons. arrived at Kuchinotsu to load coal and got The hull is protected by an armoured belt, an exught in another typhoon in which she armoured citadel, and a protective deck. The dragged her anchors and did some damage. belt is 8ft. deep, 3ft. 6in. above and 4ft. 6in. Now, on what seems to be her third visit, the below the load water line and practically Captain gets into difficulties with Japanese extends to the ends of the ship, In wake of the engines and boilers the belt is 7in in thickness, tapering towards the ends to 3in. The thickness of the citadel armour is 7in. The armour of the barbettes for the join, guns is toin, in front and Sin, in the rear, except where protected by the citadel armour, where it is proportionately reduced. She carries four 10in. breechloading guns mounted in pairs in bar-

bettes. Ten 7.5in. quick-firing guns are mounted within the citadel amidships on the main deck, and four in casements on the upper deck. The auxiliary armament consists of fourteen 14-pounder quick-firing gens, two 12pounder field guns, four 6-pounder quick-firing guns, four Maxims, and four 37mm. semiutomatic guns mounted in military tops. There are two submerged torpedo tubes on the broadside forward. Her speed is 19 knots, and, like the other versel, she carries coal enough to enable her to keep the sea at 10

SHIPPING AND MAILS:

MAILS DUR. American (China) to-morrow.

Canadian (Athenian) 10th inst. Indian (Laisang) 11th inst. French (Ernest Simons) 12th inst. Canadian (Empress of India) 18th inst. American (Doric) 19th inst.

The T. K. K. s.s. Robilla Maru left Manila yesterday, and is expected here to-m rrow

The Glen Line s.s. Glengyle from, London left Singapore this morning, and may be expected here on 14th inst.

The N. Y. K. s.s. Kamakura Maru (European Line) left Singapore for this port on 7th nst, and is expected to arrive here on 13th inst. The P. & A. s.s. Indrapura left Portland. Oregon, on 2nd inst., via Japan Ports, and may be expected to arrive at Hongkong on 3rd prox.

The C. P. R. Co.'s s.s. Athenian arrived at Nagasaki at 430 p.m., on 7th inst., and left again at 1 p.m. Friday, for Shanghai where she is due to arrive at 5 a.m. on 10th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL

TELEGRAMS.

(Reuter's.)

The New Japanese Cruisers.

LONDON, 6th January. One hundred and twenty British Reser ists, recruited by Shipping Federation, with ten officers have left London for Genoa to assist in the navigation of the two cruisers recently purchased by Japan. There was, much enthusiasm and cheers for Japan on the men leaving Victoria.

Extraordinary Demand for Coal and Tonnage.

There was an extraordinary demand for Cardiff coal yesterday on the exchange, and also for tonnage to the Far East. In addition to six large vessels previously chartered by one firm for Japan, four others were fixed on Monday. The Admiralty also is asking for further tonnage for Hongkong, and other Eastern dopôts. The Admiralty agents have paid 20/- per ton for 5,000 ton vessels for Hongkong).

(Straits Times.)

Penang Pier.

"KONIG ALBERT" SUCCESSFULLY BERTHED. Penang, 30th December. The German mail steamer Konig Albert, homeward bound, arrived here this morning, and was berthed at the new iron pier,

The operation of berthing the vessel was a great success and was witnessed by the Res dent Councillor and the heads of the shipping firms of Penang.

STEAMER ADRIFT:

GERMAN LINER "SACHSEN" STANDS BY.

On the voyage up from Singapore the passengers aboard the N. D. L. s.s. Sachsen had the monotony of the passage broken by an unusual incident witnessed two days out from the Southern port When in lat. 8° 53' N, 108" 43' E. the English steamer Okhla was sighted and from signals she was flying it was learned that the vessel had broken her stern-shaft and required assistance in consequence of which she had been drifting in the strong monsoon at the rate of about sixty nriles a day. The mail steamer slackened down and made circles around the vessel standing by in the vicinity for over an hour. When the Sachsen again started on her voyage to Hongkong the disabled steamer was making towards S ngapore and desired to be reported to the agents at Hongkong.

"ELLEN RICKMERS" ASHORE.

SALVAGE STEAMER CABLED FOR.

From Straits Times of 2nd inst .: - The Captain of the British stenmer Lauther Castle , which arrived from Hongkong on Thursday afternoon reports that at 3.45 a.m. on the 27th December while in Lat. 16 N. and Long. 11°40 E. he picked up a life boat belonging to the German steamer Ellen Rickmers. The officer in charge of the boat reported that the Ellen Rickmers was ashore on the so thiside of the North Reef of the Paracel Group and needed assistance. The Lowther Castle steamed to the North Reef and found the Ellen Rickmers badly ashore. The Captain requested Lowther Castle to go to Cape Padanan and cable for a salvage steamer from Hongkong. They found too much sea at Cape Padanan and steamed to Cape St. James. The boat and crew picked up were landed there to enable them to cable for assistance.

THE CHINA BORNEO CO.

The timber industry, under the fostering care of the Kudat staff of the China Borneo Co., is giving that port quite a busy look. Lighters and launches block up the T head, just leaving room for the working of Singapore steamers, and the fragrant aroma of newly cut timber is a pleasant change from musty odours at low tide. -B. N. B. Herald.

On the 7th ult., at midnight, a very successfolk launch took place from the yard of the Chiqa-Borneo Co., Ld., Sandakan, when a handy coasting steamer for the "Sabah" S. S. Co., Ld., was put into the water. Notwithstanding the late thour, a large number of wellwishers assembled, including H. E. the Governor, and the whole proceedings were characterised by great enthusiasm. The launch was entirely successful, everything going off without the slightest hitch or mishap. As the vessel starte ! down the ways she was gracefully christened the Sabah, by the only lady present, Mrs. E. B. McCulloch, The "way the craft had on Wharf, to which she was quickly moored. Everything being snugged down, the assembled company adjourned to the Drawing Office, to drink the health of the new craft. H. 'E. the Governor proposed the toast of the evening in very felicitous terms, reminding his hearers that this was the third launch of the present year from the yard, and eulogising the continual enterprise of the two companies interested, the builders, and the owners. In his reply Mr. W. G. Darby dwelt on the support the Sabah Co. had always received from the Chartered Co., and said that nothing would give him greater pleasure than to be able to have only the most modern and up-to-date steamers on the Borneo Coast. The principal dimensions of the Sabah are

as under, viz:---Length, between perpendiculars, 125 ft. 6 in:

Length, over all, 133 ft.

Beam, moulded, 21 ft. Depth of hold, 9 ft. 6 in. 12.

Depth, moulded, to ft. 5 in.,

and she has been designed to carry about 200 tons on a draft of 8 ft. -S. F. Press.

THE RUSSIAN AND JAPANESE

Russia's naval expansion, says the Jupan Gazelle, is now nearly completed and the greater majority of those ships built according to the programme are now affoat in the Pacific. The remainder are to be finished by the end of 1905. The vessels thus awaiting completion

	i,	Tons.
Battleships	8	111,300
Armoured Cru	isers !! i	8,000
Cruisers	6	29,400
Gunboat	1	1,316
		3,300
Torpedo-boats	8	
▼ .		

The above does not include those belonging to the programme set out in 1903.

On the other hand, the following nine Japanese warships, now being built, equipped or designed, will be gradually completed after

. 903.			Tonna
Battleship	No. 1	* * * * * * * * * * * * * * * * * * *	10.000
	2	· · · · · · · · · · · · · · · · · · ·	16,000
1	3	``` [] ! ~***********	16,000
Armoured	Cruiser	No. 1	11,000
' 1)	71	2	. I 1,000
11)1	3	11,000
Cruiser Oto	owa	• • • • • • • • • • • • • • • • • • •	3,000
Cruiser No	i. T.,,,,,		5,500
j. n -	2		5,000
	Total	*************	. 94,048

IN NEWCHWANG AND PORT ARTHUR AT THE PRE-SENT MOMENT.

RUSSIAN AGGRESSION AND GOOD HUMOUR.

As one moves about Newchwang or travels between that place and Port Arthur one is confronted on every hand with the transformation of the province into a Russian possession. is still nominally an integral portion of the Chinese Empire, with Chinese officials and accredited foreign representatives. But the Russian in litary uniform is everywhere, the Russian hand is upon every department of the Government, and the Russian's determination to rub in the fact of his predominant authority is becoming with every month more despotic and overbearing.

I have no hesitation in saying that Russian soldiers in Newchwang are encouraged to treat members of every other foreign community as though they were interlopers, and merely there on sufferance.' Foreign merchants are frequently interfered with in their business in a fashion which is deliberately calculated to show who is master. A British or an American merchant, for instance, preferably a Britisher, he being regarded as easier prey, is found to have some merchandise to transport from the shipping. For this purpose he has hired a number of Chinese native carts. Russian soldiers are told off to intercept these, and commandeer them in the name of the Russian authorities. Thus the Britisher's trade is subjected to serious inconvenience; and the wretched natives, who are thus caught and compelled to contribute gratuitously their casts and personal services for some Russian purpose, are taught to recognise one supreme authority, and are successfully frightened out of similar transport contracts in

In the face of this disposition on the part of the Russians towards the foreign trade of Newchwang, it is, as may well be imagined, conducted under very serious disabilities. The object of this Russian action is twofold. They are seeking either to depress all rival trade under foreign flags to the point of extinction, or by forcing it under the mgis Russian protection, to compel the recognition and practical acknowledgment of Russia's sovecredited to the Chinese Government would in nin ty-nine cases out of a hundred be obstinately, if snavely, disregarded by our Muscovite masters; whereas, if a merchani elected to make a direct appeal to the Russian authorities, and thus tacitly recognise their sovereign jurisdiction, he would probably succeed in obtaining complete satisfaction.

This is one of the many astute methods of aggression employed by Russia to establish stronghold of Vladivostok, a de facto supremacy over this important treaty port. A thoroughly congruous example thing. The Siberian line is giving us our of this policy, and equally cunning, has been her recent advances to the mercantile ingestion to organise an international Muni- diverted some of the trade from Newchwang to she suggested that there should be two Pritish members and one American. At first sight the | is bound to witness a great development. idea might seem inspired by a welcome spirit of accommodation; but when we so not that day consequent on the sudden descent of the council's action was to be subjected to the approval of the Russian authorities, the sinister of Manchuria, what has the future in store if her hardly took her beyond the Company's meaning of the proposal was sufficiently plain. Put shortly, it would have meant the final abrogation of the Consular power, one of the last existing bulwarks against Russian annexation, and would have a practical recognition food for serious thought in that question.—

of Russian sovereignty in the port and province. P. M. G. This is a point upon which British, American, and Japanese, trading interests feel very strongly. . Moreover, the sentiment, strong as it is, is a growing one, and, despite the disabilities threatening it, and the advantages temptingly offered by Russian protection, it stoutly refuses to abandon our extra-territorial rights in order that we may all be ome subject to the Russian administration. might dite a somewhat amusing instance of this spirit among the mercantile interest at business done: Sharghai and Hongkew Newchwang. It says something also for the: Wharf shares at TIs, 220 for March. Shanghai suaviter in mode which Russia is always ready | Tugs " ord" at Tls. 521 for March. Indo: Chinas to display when she feels her interests served at Tls. 51 for January, Tls. 52/514/521 for thereby. Recently the Russians gave a big March, and Ils. 511 for April. Farnham, Boyds dinner, to which they invited all the foreign at Tls. 120/122 cash and Tls. 125 for March. trading representatives of the port. When the Shanghai Lands at Tls. 106. Sumatras at Tls. for a speech from one of the best known British | at \$29.

merchants of the port—a man well known for his genial personality, no less than for a resolute championship of British rights and interests It was an awkward position for the Englishman, and I am not sure he would not have been glad to escape; but he was sitting next to the Russian commandant, and his hosts were

clamorously insistent. Accordingly he rose, and, not being a man to swallow his well-known principles, he spoke plainly, and without any circumlocution, of the interests which he represented. His concluding words were, "If we Britishers hadn't such a rotten Government at home, if they were composed of a few more men-like myself, for instance—we would have kicked you Russians out of this place long ago." His peroration was accompanied by a slap on the back of the Russian commandant, and was received with roars of laughter and applause by his hosts and their guests alike.

In grabbing Newchwang and possessing herself of its administration, Russia laid hold of an inexhaustible cash-box, by means of which at present she considerably more than pays the cost if her Far Eastern Government and her garrison. Her attitude, therefore, towards foreign traders may seem somewhat incomprehensible. But that is always Russia's way, and after all, her ultimate object is to turn the whole province into a Russian commercial preserve. Although they are nominally under the direction of Sir Robert Hart, China's Chief Inspector of Customs, she has completely robbed China of this source of revenue on the plea of its necessity for the upkeep of the province. Moreover, she has succeeded in getting rid of the English Commissioner, and in substituting a Russian to collect and sequestrate these immense funds.

Russian officials are purchasing valuable and property right and left, and with a hand on the throat of the Chinese are getting it for next to nothing. For instance, they are now buying for 1,200 roubles only a lot in front of The British Consulate, which is owned by the Chinese guilds, and has for generations been a public market place. In making a similar purchase for their Consulate, the Japanese who are significantly determined to own property here, were compelled to pay 37,500 dollars. The discrepancy is eloquent.

Foreign trading interests have been greatly encouraged by the growing determination of America in this quarter. The Russians are furious at the prospective arrival of two more war-vessels flying the Stars and Stripes, in addition to the British and Japanese which will winter here. There must be no neiveless' hesitation about keeping our flag flying in Newchwang, as there was at Port Arthur. And, in addition, we should see that our sailors are accorded proper protection when ashore. British and American officers and bluejackets have been constantly insulted and attacked after dark by Russian soldiers. And this has undoubtedly been done with the connivance. if not at the instigation, of the Russian authorities, whose object is perfectly clear. Every one is expecting the same thing to happen this

The Russians have made a big failure at Dalny, which was to have been the terminus of the Siberian Railway. Facing east it is not the ice-free port it was expected to be. Every effort, therefore, is to be directed towards the development of Port Arthur into a great naval station as well as the commercial terminus of the Siberian line. It is certainly Russia's only chance of a naval refuge this side of Korea, to whose ice-free western coast she is ever looking with impatient eagerness. But everything depends on her success in keeping the water in the inner and protected basin deep enough for her men-of-war, and the stupendous nature of the difficulties in her way may be understood from the fact that the silting mud-banks which she has to remove are reignty. Thus, any appeals against the high- constantly fed by the mudslide of the surroundhanded action of the Russian soldiery to the ing hills. It would seem almost necessary to Consular representatives at Newchwang ac- drain these before she hopes for success. However, she is hard at dredging operations, and it will be interesting to watch her progress.

But, in spite of its tremendous fortifications, Port Arthur can never hope to conquer the the inherent tactical weakness of its position, and it is undoubtedly a recognition of this fact which has prompted Admiral Alexeieff to remove his viceregal headquarters to the much less convenient but far less vulnerable

We have to think Russian aggression for one mails in something ju tunder twen y days from Paris and London, about half the time by the terests of the port with the plausible sug- old sea route. It has, however, already cipal Council for the town. Upon this council to the railway depots of Manchuria, and this is a piece of Russian commercial strategy which

If all this has happened and is happening to-Russia's railway through the Chinese province Russia shall succeed—as she und ubtedly hopes-in effecting a second southward diversion of her strategic line from I kutsk through the Gobi desert to Peking? There is

COMMERCIAL.

RAUB CRUSHING.

The last Raub crushing for four weeks is 730 ezs. go'd from 2,900 tons ore.

TO-DAY'S INTELLIGENCE.

Advices dated Shanghai, 4th inst, report banquet was over the Russians, whether in a 52. Maatschappijs at Tle 314/315 cash, 3271/ spirit of mi chief or not it is hard to say, called | 330 for March, and Tls. 332 for April. Astors

* EXCHANGE.

"Finance" contributes the fellowing to the S. F. Fress :-

From January 1st until February 28th the demand rate (with which we shall deal throughout) remained very steady, ranging between is 7d and 18 7 7/16d, but on January 24th it made a dip to the lowest quotation on record, is 64d and it follows that price quoted for silver at the time was also record bottom, being 21 11/16d such a price had never been previously approached. Right through March the rate remained very steady at 15,8d, with only slight fluctuations and silver kept in very close parity April. May and June saw a rise to 15 od at which the rate stood on june 30th. July it moved up to 15 10d, and then in August rushed up to is 112d which rate had not been touched since April 1901. September and October saw the rate steady, but with a gradual decline to is 11d on October 31st. In November and December the decline continued with steady movements and the closing rate is no better than is 915/16d with silver at 26 pence the ounce. Probably never before has the ratio between silver and the rate of exchange shown such vagaries as have been displayed since the verdict of the Currency Commission early in May, and at one time it seemed as though all was working together as favourably as possible on behalf of the scheme proposed by the Com-

•	
	Take the following for vægaries:-
i	Date. Silver. Silver. Parity Rate of Ex. change. Change. About Parity Difference.
	May 7 25d $1/8-11/16$ $1/9\frac{1}{2}$ — 13/16ths May 26 25 $1/8-7/16$ $1/9\frac{1}{2}$ — 17/16ths
	Tune 20 24 1/9 1/9 Parity
	July 20 23 1/10 1/93 plus 10/16ths
	Aug. 24 25 1/11 1/10 plus 24/16ths
1	Sep. 23 27 1/11 1/114 Parity
1	Oct. 16 28 $\frac{1}{11}$ $\frac{1}{11}$ $\frac{2}{0-3}$ 16 $-\frac{15}{16}$ 16ths
	Nov. 11 27 1/10-5/16 1/11 -15/16ths
	Dec. 29 26 1/9-9/16 1/108 —13/16ths
ı	It may be mentioned that in any of the above cases in which the difference shewn is a
1	"minus," there is room for a profit on ship-
İ	ments of Mexican bullion, provided 30 days
	forward price of silver, somewhere approaches
ŀ	the spot price with which my figures deal

In face of the above unfortunate fluctuations one cannot but impress upon all concerned th inconvenience caused by our present unstable currency, and leads "Finance" to repeat the oft-vented opinion of many, that what we want is a gold standard, with Government Notes for circulation, backed up by a gold reserve...

TO-DAY'S EXCHANGE. Bank Bills, on demand ...1'9 15/1 Credits, 4 months' sight ... 1/10 5/16 D'ments 4 months' sight 1/10 7/16 On Paris, Bank Bills, on demand2.30 Credits, 4 months' sight2.33 ON NEW YORK, Bank Bills, on demand ...44? Credits, 30 days' sight44 ON BOMBAY, Telegraphic Transfer...... 135; On Shanghai, Telegraphic Transfer712 Private 30 days' sightnom. ON YOKOHAMA, T.T.90} Sovereigns, Bank's Buying Rate...... \$10.98 Gold Leaf 100 touch, per thel

OPIUM QUOTATIONS.

To-day's quotations are a	is lollows:—
	Per ches
MALWA NEW	
LAST YEAR	
" OLDEST	(@ - 1,080/1,10
PATNA NEW	@ 1.26?}
BENARES NEW	
PERSIAN (PAPER)	85d/960

Co-day's Advertisements.

NOTICE

TT is hereby notified that on and after SUN DAY, the toth instant, that Portion of PRAYA EAST, extending from No. 2 POLICE STATION to BOWRINGTON CANAL will be CLOSED to wheeled Traffic. The Section from SHIP STREET to No. 2 POLICE STATION which is at present CLOSED, will be RE-OPENED to wheeled Traffic on the same W. CHATHAM,

Director of Public Works Public Works Department, Hongkong, 8 h January, 1904.

GOVERNMENT BILLS.

CENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Còlony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on TUESDAY, the 12th instant.

The Tenders to state the total amount re quired (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100. The Tenders to be in Duplicate, and in sealed

covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills." The right to accept or reject any or all of the

Tenders is reserved.

. Copies of Forms of Tender can be had on application. GEO. H. FERRIER, Colonel.

H.M. Treasury Chest Officer, His Majesty's Treasury Office, Fletcher Street, Hongkong, 8th January, 1904.

THE NATIONAL BANK OF CHINA. LIMITED.

NIOTICE is hereby given that the THIRTEENTH ORDINARY AN-NUAL GENERAL MEETING of the NATIONAL BANK OF CHINA, LIMITED, WILL be held at the BANK PREMISES. Queen's Road, Victoria, Hongkong, on SATURDAY, the 30th January, 1004, at NOON, for the pur-

poses following, namely:--

To receive and consider the Statement of Accounts and Balance Sheet to 31st December. 1903, the reports of the Direcfors and Auditors thereon, to elect Diverfors and Auditors, to determine whether the place of Mr. William Wotton who retires under Article 133 shall be filled up, whether the London Committee shall be reduced to two instead of three under Article 137, and to transact any other

ordinary business of the Company. The TRANSFER BOOKS and REGISTER of MEMBERS of the Company will be CLOSED from the 16th to the 30th day of January, 1904, both days inclusive. By Order,

GEO. W. F. PLAYFAIR, Chief. Manager, 61 Hongkong, 8th January, 1904.

Co-dan's Advertisements.

HONGKONG HOTEL.

DINNER. TO-MORROW (SATURDAY), 9th Jan., 1904.

MENU. Flors D'ORUVRES. Macassar Fish and Olive Croutons.

Potage Creme D'orge a la Royal,

Salmon a la Regence.

ENTREES. Venison Steaks (Portuguese Style). Braised Leg of Lamb a la Bretonne. Sweet Bread Croynettes and Asparagus.

CURRY.

JOINTS. Roast Ribs of Beef and Horseradish, Roast Pheasant and Bread Sauce. Boiled Chicken and Bacon.

> COLD ENTREE. Rabbit Pie. SALAD. Italian.

· Sweets. Fudding au Caramel. Vanilla Ice Cream. Apricot Tarts. Tipsy Cake.

Coffee. DESSERT. HONGKONG RIFLE ASSOCIATION.

LONG RANGE CUP AND SPOONS.

THERE will be a COMPETITION for the above TO-MORROW, the 9th instant, commencing at 2.30 P.M. RANGES,—700 and 800 yards.

Ten Shots and a Sighter at each Range. MOWBRAY S. NORTHCOTE, Hon. Secretary. Hongkong, 8th January, 1001.

BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED. FOR AMOY, SWATOW, STRAITS

"AND RANGOON. THE Company's Steamship " PURNEA,"

Captain Packham, will be despatched as above on SUNDAY, the toth instant, at Daylight. . For Freight or Passage, apply to JARDINE, MATHESON & Co.,

Hongkong, 8th January, 1904. BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS THE Company's Steamship

"PURNEA! having arrived from the above Ports, Consignees, of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining

on board after 4 P.M., TO-DAY, the 8th instant, will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Hongkong, 8th January, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN!

of the NORDDEUTSCHER LLOYD. having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence felivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., No Claims will be admitted after the Goods. have left the Godowns, and all Goods remaining

undelivered after 15th instant, will be subject All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, the 15th instant, at

9.30 A.M. All Claims must reach us before the 20th instant, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned. NORDDEUTSCHER LLOYD.

MELCHERS & CO., Hongkong, 8th January, 1004.

HONGKONG VOLUNTEER CORPS. CONCERT followed by a Laughable

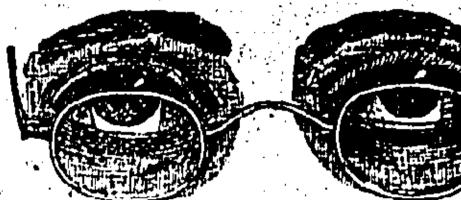
Farce "TICKLISH TIMES" will be given at the THEATRE ROYAL, CITY HALL,

Commencing at 9 P.M. PRICES: Dress Circle \$3 Stalls...

SATURDAY, JANUARY 16th, 1904,

Reserved Seats may be booked at ROBINson Piano Co., on and after January Hith,

Under the Patronage of H.E. Mr. MAY, C.M.G., H. E. Major-General V. HATTON, C.B., and Rear-Admiral Robinson. Hongkong, 6th January, 1904.



Glasses and frames of all kinds and qualities. Prices from \$2 upwards.

Hongkong, 6th November, 1903.

Entertainments.

THEATRE ROYAL

BOXING! BOXING! CITY HALL,

TO-MORROW

(SATURDAY), 9TH JANUARY, 1904. THE BANTAM CHAMPIONSHIP OF CHINA STATION.

LARRY LAYTON of "ALBION," (Champion of China Station),

MICKEY LACEY, of "VENGBANCE," (Champion of Mediterranean Station), who have already met and drawn, will go

20 Rounds for Championship

and a Purse. (HEAVY WEIGHTS) JONES, R. M. A., of "ALBION,"

MORGAN. A. B., of "VENGEANCE," will contest to Rounds. (MIDDLE WEIGHTS)

BERGIN, of "TAMAR," ...

STO. BYNG, of "VENGEANCE,"

6-Round Contest for Purse. (WELTER WEIGHTS) STO. THO MPSON of "VENGEANCE," (Champion of Cinna Station),

TED SMITH, of "ECLIPSE." 6-Round Contest for Purse. (FEATHER WEIGHTS) COOKE, of "OCEAN,"

DICK CRANE, of "VENGEANCE," [53] will contest the Best of 10 Rounds for a Purse. (MIDDLE WEIGHT CHINA' STATION

> CHAMPIONSHIP) R. NICHOLLS, of "GLORY,

TIM HALLIGAN, of "VENGEANCE," (Middleweight Champion of Mediterranean), 10-Round Contest for Purse. ** Th. BIND of H.M.S. "Vengeance"

will play suitable Selections during the Evening. Mr. J. St. CLAIR, the well known Professional, has consented to act as Referee during the Evening.

If time and opportunity permit a Match will

under the Direction of Signor CARLO GUIDOTTI

be put on between PARKER, of "OCEAN," and TURNER, of "ALBION." TERRY ARMSTRONG, of "VENGEANCE," will also put on if suitable opponent can be found. Hongkong, 7th January, 1904,

Untimations.





THE POPULAR SCOTCH



J. (4. 1.14.99 ** 4.4) JAMES BÜCHANAN & CO. SCOTCH WHISKY DISTILLERS. · By Appointment to

H.M. THE KING HRH. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO, Queen's Road. Central.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for Spectacles No charge for testing the eyes.

16, QUEEN'S ROAD, CENTRAL,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD. CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN. NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

UO L	TWARDS.	
FROM SLASGOW and LIVERPOOL	STEAMERS	Due,
SLASGOW and LIVERPOOL	"KEEMUN"	On 9th January.
GLASGOW and LIVERPOOL	"PINGSUEV"	On 14th January.
GLASGOW and LIVERPOOL	"MOYUNE"	On 28th January.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February
S.S. "KEEMUN" left Singapore	on the 4th inst.; and is due here	on the 9th inst.

HOMEWARDS. FOR STEAMERS TO SAIL MARSEILLES, L'DON & A'WERP... "DARDANUS" On 9th January. MARSEILLES, L'DON & A'WERP... YANGTSZE "..... On 19th January. *LIVERPOOL: "YANGTSZE"..... On 19th January. (With Transhipment at SINGAPORE). } LONDON & ANTWERP NE R " On 2nd February. *GENOA, MARSEILLES & L'POOL "KE UN" On 15th February. LONDON & ANTWERP "KINTUCK" On 16th February. LONDON & ANTWERP "MOYUNE" On 1st March. S.S. "DARDANUS" left Shanghai on the morning of the 5th inst., and is due here on the

the 8th inst. * Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

STEAMERS TO SAIL ICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via } "PINGSUEY".....

NAGASAKI, KOBE and YOKOHAMA.) For Freight, apply to BUTTERFIELD & SWIRE,

AGENTS.

[2,

Hongkong, 6th January, 1904.

CHINA NAVIGATION CO., LIMITED.

		N.	1	•
FOR	٠,	STEAMERS.	To S	SAIL.
SHANGHAI† NINGPO and SHANGHAI† SHANGHAI†		"PAOTING"	9th 17	at Daylight. at 4 P.M. at 4 P.M.
MANILA MANILA PORT DARWIN, THURSDAY	ISLAND,	" ANHUI "" " TAIYUAN ""	13th " 23rd ",	at 4 P.M.
COOKTOWN, CAIRNS, VILLE, BRISBANE, SYD MELBOURNE	NEY and [" TAIYUAN " * ‡	23rd "	
4 Ph) - 4				, , , , ,

*The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports, Taking Cargo and Passengers at through Rates for all New Zealand and other Australian

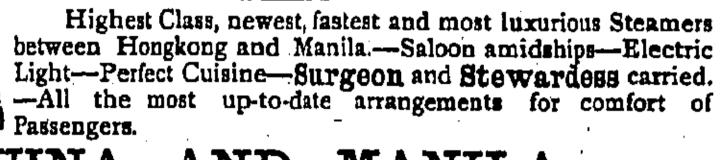
N.B .- REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT). For Freight or Passage, apply to

Hongkong, 8th January, 1904

Hongkong-Manila.

BUTTERFIELD & SWIRE,

AGENTS.



CHINA MANILA STEAMSHIP COMPANY, LIMITED.

•	Steamship.	Tons.	Captain.	For	Sailing Dates.	
F	RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 9th Jan., a	•
2	AFIRO	2540	R. Rodger	MANILA (DIRECT)	5. P.M. SATURDAY, 16th Jan., a	ı
F	ERLA	1980	A. H. Notley		10 A.M.	

For Freight or Passage, apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS. Hongkong, 8th January, 1904.

PORTLAND & ASIATIC STEAMSHIP

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

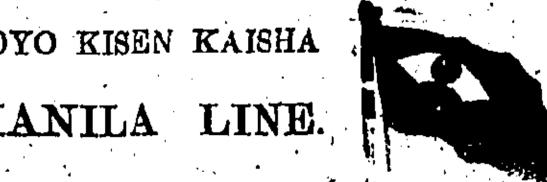
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH THE ORECON RAILROAD AND NAVICATION COMPANY.

	Steamship	Tons	Captain	To Sail	
ı	*"INDRAVELLI"	4,899	R. P. Craven	Jan. 25, 1904.	•
	_			h Feb. 13, ,,	•
				Mar, 15, "	
	Through Bills of Lac	ding issued to I	Pacific Coast Points	and all Eastern, Canadia	n and
n	ited States Points. F	for through rate	s of Freight and fur	ther information, commu	nicate

with or apply to ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA



REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

5teamsh	ip.	Captain.	Tons.	Sailing Date.
ROSETTA	MARU	H. S. Smith	3,876	SATURDAY, 9th January, at II A.M.
ROHILLA	MARU	Ernest Bent,	3,869	THURSDAY, 14th January, at 11 A.M.

K. MATSDA, Acting Manager.

Hongkong, and January, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE BATES. From 1st January, 1904. 88 1/8 per cent.

ALSO REDUCED FARES TO MANILA AND RETURN.

TEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE;

Agents. Hongkong, 2nd January, 1904.

STEAM TO CANTON:

HE Splendid New Steel Twin Screw Steamer

"KWONG CHOW," 1,474 Tons, Captain Walker, leaves HONG-KONG for CANTON at 8.30 P.M. OB SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommoda-Mon for First Class Passengers. Ship lighted

throughout by Electricity. Passage Fare. \$4 Single Journey.

Meals Sr each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD., . No. 8, Queen's Road West. Hongkong, 30th May, 1903.

POSTPONEMENT. DOUGLAS. STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW. THE Company's Steamship

"HAILOONG,"

Captain Gibson, will be despatched for the above Port, TO-MORROW, the 9th instant at 10 A.M., instead of as previously advertised. For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co.,

General Managers. Hongkong, 8th January, 1904.

FOR KOBE, NAGASAKI AND WLADIWOSTOCK. THE Steamship

"STOLBERG," Captain Deinat, will be despatched for the above Ports, TO-MORROW, the 9th instant,

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess. For Freight or Passage, apply to HAMBURG-AMERIKA LINIE

Hongkong Office. Hongkong, 8th January, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "LOONGSANG,"

Captain G. S. Weigall, will be despatched as above, TO-MORROW, the 9th instant, This Steamer has Superior Accommodation for First class Passengers, and is fitted through-

out with Electric Light. For Freight or Passage apply to JÄRDINE, MATHÉSON & Co., General Managers.

Hongkong, 8th January, 1904.

"SHIRE" LINE.

FOR HAVRE, LOW" ANTWERP AND HAMBURG. THE Company's Steamship

"DENBIGHSHIRE," Captain W. A. Evans, will be despatched for the above Ports on or about MONDAY, the 11th January, 1904, to be followed by the Steamship "RADNORSHIRE," Captain C. H. Burch, on or about SATUR-DAY, the 30th January, 1904. These Steamers have Superior Accommoda-

tion for Passengers. For Freight or Passage, apply to SHEWAN, TOMES & CO.,

Agents. Hongkong, 5th January, 1904.

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND

PENANG. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and

GENOA. VENICE and TRIESTE, all MEDITER-RANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up

to CALLAO. Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCE. LONA, VALENZA, ALICANTE, AL-MERIA and MALAGA. THE Steamship

"ISCHIA," Captain Maganzini, will be despatched as above on TUESDAY, the 12th instant, at Noon, At BOMBAY, the Steamer is discharging in VICTORIA DOCK. For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents,

Hongkong, 7th January, 1904. REGULAR STEAMSHIP TO NEW YORK,

VIA PORTS AND SUEZ CANAL ... (With Liberty to call at PHILIPPINE PORTS). PROPOSED SAILINGS FROM HONGKONG. "SIKH"

AFRIDI" 9th Feb. For Freight and further information, apply

DODWELL & Co., LIMITED, Agents. Hongkong, 7th January, 1904.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CH \I," Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macco, Week Days at about 2 P.M. and Sundays about 7.30 P.M. FARE :- (Week Days) 1st Class (including

cabin and servant), \$3; Return Ticket, \$5... 2nd Class, St; 3rd Class, 50 cents. On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, 12; Return, Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, the Goods are landed. \$5 extra will be charged for each cabin with This vessel brings on Cargo:-

accommodations for two or more passengers. WHARF—At the Western end of Wing Lok The Steamer runs an Excursion Trip EVERY

SUNDAY. It takes only 31 hours to reach MING ON & CO., 2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904. "GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP. THE Steamship

"GLENFARG," Captain Holman, will be despatched as above TO-MORROW, the 9th January, 1904. For Freight or Passage, apply to Agents.

Hongkong, 17th December, 1903. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS. FOR SHANGHAI, KOBE AND YOKOHAMA. THE Company's Steamship

"ERNEST SIMONS," Captain Charbonnel, will be despatched for the above Ports on or about TUESDAY, the 12th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 5th January, 1904.

Consignees.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"HONGKONG MARU," The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from | Corrected 30th December, 100 cts. per \$ Mex. alongside.

Cargo impeding discharge and undelivered by TÜESDAY, the 5th instant, at 10 A.M., will be landed and stored at Consignees' risk and expense, I STUART THOMSON,

Acting Agent. Hongkong, and January, 1004.

FROM HAMBURG, PENANG AND SINGAPORE. THE H.A.L. Steamship

'ALESIA.'

Captain Schönfeld, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th instant will be subject

be left in the Godowns, where they will be examined on the 11th instant at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 4th January, 1904.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL THE Steamship

"ARARA," Captain J. M. Williamson, having arrived from the above Port, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Wanchai Storing Co., at Wanchai, where they are being stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be

subject to rent. All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on a date to be hereafter appointed. Consignees of Cargo will please note that before delivery can be obtained, they must sign the General Average Bond which is lying at the Office of the Undersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents, American Asiatic S.S. Co.

Hongkong, 5th January, 1904. NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

· SINGAPORE. THE Steamship

"ARRATOON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. the 8th instant will be landed at Consignees' Bream-Bin Yu....... risk and expense into the Godowns of the Canton Fresh Water Fish-Hoi Sin Yu , Co., Limited.

Consignees of Cargo from SINGAPORE and | Codfish-Mun Yu..... PENANG are requested to take IMMEDIATE | Crabs—Hai DELIVERY of their Goods from alongside; Cuttle Fish-Muk Yu will be landed and stored at Consignees' risk and | Dace-Wong Mei Lun No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned. DAVID SASSOON & Co., LIMITED. Agents. Hongkong, 6th January, 1904.

Consignces.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL," FROM BOMBAY, COLOMBO AND

STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as

From London, &c., ex S.S. India. From Australia, ex S.S. Britannia. From Calcutta, ex S.S. Palawan.

From Persian Gulf, &c., ex B. 1. S. N. and B. & P. S. N. Co.'s Steamers. From Alleppi, ex S.S. Nisam. Optional Goods will be landed here unless. instructions are given to the contrary before?

[16 5 P.M., TO-DAY. Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Apples, (California)-Kam San Ping Godowns for examination by the Consignees' and the Company's representative at an appointed hour. All'Claims must be presented within ten

days of the steamer's arrival here after which McGREGOR BROS. & GOW, date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

> E. A. HEWETT, Superintendent, Hongkong, 2nd January, 1904.

BOSTON TOWBOAT COMPANY. NOTICE TO CONSIGNEES.

FROM TACOMA, VICTORIA, YOKO-HAMA AND KOBE. Cargo ex the above Steamer having arrived per "HONGKONG MARU" from KOBB, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature

STEAMSHIP "LYRA,"

[9] and to take immediate delivery of their Goods from alongside the latter Steamer. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever. DODWELL & CO., LIMITED, Agents.

Hongkong, 4th, January, 1904.

HONGKONG AVERAGE MARKET PRICES.

BUTCHER MEAT. Beef sirloin & prime cut-Mei Lung Pa lb " Corned-Ham Ngau Yuk "Roast—Shiu " " " Breast-Ngau Lam, " Soup, Tong Yuk, " Steak-Ngau Yuk, Pa " " Serjoin-Ngau Lau....., " Sausages,-Ngau Yuk Chaung ... " Bullock's Brains-, Know..... per set " Tongue fresh-Ngau Li...... each

" corned-Ham Ngau Li..... " " Head-Ngau Tau " Heart-Ngau Sum, " Hump, Salt-Ngau Kin....., " Feet-Ngau Kerk..... each " Kidneys-Ngau Yiu.... Tail-Ngau Mei

" Tripe (undressed)—Ngau To..... " Calves' Head and Feet-Ngau-chai-Leg-Yeung Pei Shoulder-Yeung Shau Brains-Chi Know.....per set Feet-Chi Kerk Fry-Chi Chak Head-Chi Tau,

Heart-Chi Sumeach Kidneys-Chi Yiupair. Pork, Chop-Chi Pai Kwat Corned-Ham Chu Yuk Leg-Chu Pei Fat or Lard-Chu Yau Sheeps' Head and Feet-Yeung Tau

Keokset Heart-Yeung Sum :.....each Kidneys-Yeung Yiu Sucking Pigs, To Order-Chu Chai ... , Suet, Beef-Sang Ngau Yau Mutton-Sang Yeung Yau Veal-Ngau Chai Yuk..... " Sausages-Ngau Chai Yuk Tong. "

POULTRY. Capons, Large, Small-Sin Kai.... Ducks-Ap..... Doves-Pan Kaucach Eggs, Hen-Kai Tan....per doz. Hainan-Hoi Nam Kai Geese-Ngoi

Geese, Wild Shanghai-Sheung Hoi Ye Ngo pair \$1.50 Musk Deer-Wong Keng each 3.00 Pheasant-Shan Kaipair 1.45 Pigeons, Canton-Pak Kup, each Hoihow-Hoihow Pak Kup .. Ouail-Um-Chun _______, Rice Birds-Wo Fa Cheuk,dozen Snipe—Sa Chul each Turkeys, Cock-Fo Kai Kung "

Wild Ducks, Shanghai, Sui-appair \$1.25 Teal, Shanghai, Sui Ap Chai......each Wild Ducks Canton-Sang Shing Sui Apea.....per pair FISH. Catfish-Chik Yu

Dog Fish-Tit Tu Sa Rols, Congor-Hai Man vu Fresh water-Tam Sul Yu Vellow-Wong Sin Frogs Tien Kai money Wenter mission m Garoupa-Sek Pan ... Meigeneren erren je [88 Gudgeon-Pak Kup Yu minimini

Lobsters-Lung Ha Mackerel-Chi Yu Mullet-Chai Yu Perch-Tau Loo Plaice-Pan Yu... Pomfret, Black-Hak Chong Pomíret, White-Pak Chong...... Prawns-Ming Ha..... Ray-Pei Pa Sa Rock Fish-Sek Kau Kung..... Roach-Chun Yu Salmon, (C'ton), fresh water-Ma Yau

Herrings-Tso Pak

Halibut-Cheung Kwan Yu Labrus-Wong Fa Yu.....

Loach-Wu Yu.....

Shark-Sa Yu Skate-Po Yu Shrimps—Ha Tench-Wan Yu Turbot-Cho How Yu Turtles, small, fresh water-Keok Yu...

Ко....... (Chefoo)-Tin Chun Ping,

Small—Hoi Tong..... Custard-Fan Lai Chieach Bananas, fragrant, Canton-Sang Sheng Chestnuts, Chinese-Foong Lut.....

Carambola-Yeung Tou, Cocoanuts-Yeh Tszeach Lemons, China-Ning Moong....,

Amer.-Kum San Ning Moong, Lichees, Dried-Lai Chi Con

Fresh, Lai Chi Limes, (Saigon)—Sai Kung Ning Moongeach Mango, Manila-Lui Sung Mong...... Mango, Saigon-Sai Kung Moong Mangosteens, San Chuk Tszdoz. Oranges, (Canton)-Sang Sheng Tim

Small—Tai Kut
Mandarin—Tim Kut Pears, (American)-Kam San Shut Li... (Canten), Cooking-Sa Li

Peanuts,-Fa Sang Persimmons Large,-Hung Chie Pine-apples, 1st quality-Sheung Poon Ti Paw-lawcach Paw-law

Pin Tau Beans, Sprout-Ah Choi..... Beans Long—Tau Kok Beet Root-Hung Choi Tau..... each Brinjals, Green-Cheng Yuen Ker Brinjals, Red-Hung Ker Brassica—Pak Choi..... Bamboo Shoots-Chook Shun Cabbage, Chinese, com.—Kai Choy..... Cabbage Root—Kai Lan Tau

Faeach Cauliflower, Medium size-Cheung Yeh Choi-faeach Cauliflower, Small size-Sai Yeh Choi-fa' Carrots—Kam Shun Celery, Chinese-Tong Kan Choy Celery, English-Yeung Kan Choi Celery, White-Pak Yeung Kan Choi...

Green-Cheng Lat Chiu Curry Stuff, English-Ka Lee Choi Liu Cucumbers-Cheng Kwa Ritter Squash-Fu Kwa Garlic-Suen Tau..... Ginger, young—Sun Tsz Keung

Water Chesnuts-Ma Tai " Mandarin—Kwei Lum Ma Tai, Mushrooms Fresh—Sang Cho Kho..... Onions, Bombay-Yeung Chung Tau ... Green-Sang Chung..... S'hai-Sheung Hoi Chung Tau

> Shanghai-Sheung Hoi Shu Japan-Yat Poon Shu Tsai ... American—Fa Ki ,, ,, ... Foochow—Fuk Chan Shu Tsai Macao-Oh Moon

Tomatoes-Fan Ker..... Taros-Wu Tau Turnips, Pun-ti (Long)—Low Pak, plece Vegetable Marrow-Chit Kwa Waters Cresses-Sai Yeung Choi......

> E. D. ROGERS. Inspector in charge of Markets.

Platams—Tai Chen Plums, Swatow-Hung Lai Pumolo, Siam-Chim Lo Yau " Walnuts, Hop Tou Green -Sang Hop Tuo VECETABLES, &c. Artichokes, Shanghai,-Sheung Hot Ah Chi Chauk Beans, (French) Macao-Oh Moon Pin Tau Beans, (French), Shanghai—Sheung Hoi

(Shanghai)-Shoung Hoi Li

Cabbage, (Shanghai)—Yeh Choi, Cane Shoots, bunch-Kau Shun Cauliflower, Large size—Tai Yeh Chol

Chilles Dried—Con Lat Chiu Red—Hung Fa

Horse Radish, Shanghai—Lik Kan Indian Corn—Suk Maipiece

Spinage (Chinese)-Paw Choi Spinach—Yin Choi

Agents

Indrapura Portland ... P. & A. Co. Feb.

Vesse's China Shanghai ... P. M. Co... Jan. Perla Manila ... S., T. & Co. Jan. Keemun Singapore . B. & S..... Jan. Kweiyang Iloilo...... B. & S..... Jan. Kaifong Manile ... B. & S..... an. Robilla Maru... Manila ... T. K. K.... Jan. Athenian Shanghai... C. P. R. Co Jan. 10" Denbighshire .. Shanghai ... S , T. & Co Jan. 10 Laisang Singapore . J., M. & Collan. Li Palma w..... Singapore . P. & O. Collan. 11 Macduff Singapore . D. & Co. Jan. 11
Ernest Simons. Singapore . M. M. an. 12 Kamakura M... Singapore N. Y. K. ... lan, 13 Glengyle Singapore McG. & G. lan. 74 Emp. of India. Vancouver C. P. R. Co lan. 18 Doric San F'cisco O. & O. Collan. 19 Indravelli Portland ... P. & A. Co. Jan. 19

Lettuce—Yeung Sang Choieach Japan-Yat Poon Okroes-Mo Ker Parsley, English-Yeung Un Sai Green Peas-Oheng Tau..... Printoes, Sweet-Fan Shu Pumpkin-Toong Kwa Radish-Hung Lo Pak Tsai.....dozen Shalots-Con Chung Tau

Steamers Expected.

Lily Roots-Lin Ngau Yams-Tai Shu

Whithting.

Michael Jebsen, Ger. s.s., 710, Uldrup, 7th an,-Haiphong 2nd Jan, and Hoihow 5th, Rice and Pigs.-J. & Co. Carl, Ger. s.s., 2,153, Jochimoen, 7th Jan. -

Daneig 7th Nov., Sugar.-E. A. T. Co. Pumea, Br. s.s., 2,257, Peahhunn, 7th Jan.,-Singapore 1st Jan., Gen.-J., M. & Co. Director Arthur Barty, Ger. s.s., 136, Edler, 7th Jan ... -- Emden Germary 21st Oct., Ballast. —J. & Co.

Woosung, Br. s.s., 1,109, Dowson, 7th Jan.,-Canton 7th Jan., Gen.-B. & S. Sachsen, Ger. ss., 3,119, Pesch, 8th Jan .. -Bremen 25th Nov., and Singapore 2nd

Jan., Mails and Gen.-M. & Co. Prima, Norw. s.s., 761, Meyer, 8th Jan.,— Haiphong 4th Jan., Rice.—S., W. & Co. Dardanus, Br. s.s., 2,99?, Tilletson, 8th Jan.,-Shanghai 5th Jan., Gen.-B. & S.

Batavia, Ger. s.s., 7,100, Dempwalf, 8th Jan.,-Barry 14th Nov., and St. Vincent 24th Hoihao, Fr. s.s., 509, Coser, 6th Jan,-Dec., Coal.-H. A. L. Taiwan, Br. s.s., 1,109, Harder, 8th Jan ..-Shanghai th Jan., Gen.—B. & S.

Daijin Maru, Jap. s.s., 900, Ogata, 8th Jan.,-Tamsui via Amoy and Swatow 7th Jan., Gen. - O. S. K.

Clearances at the Harbour Office.

Kohsichang, for Swatow. Wo Ping, for Wuchow. Tailee, for Yokohama. *Ilha Verde*, for Macao. Madeleine Rickmers, for Bangkok. Hoiching, for Kwong-chow-wan. Wingchai, for Macao. Gregory Apear, for Singapore Hermann Lerche, for Singapore. Balavia, for Vladivostock. Kongnam, for Canton.

Departures.

Kohsichang, for Bangkok. Phranang, for Bangkok. Haiching, for Coast Ports. Shingu Maru, for Kobe. M. Rickmers, for Hoihow. Hangsang, for Canton. Ningpo, for Canton. Chikli, for Canton. Gregory Apcar, for Calcutta. Kwongsang, for Shanghai. Strathgyle, for Yokohama.

Passengers arrived.

Per Purnea, from Singapore—1,003-Chinese. Per Sachsen, from Bremen, &c.-Miss Ballerstedt, Mrs. Kuhn, Miss Lödl, Messrs. Gil-Rajaburi, Ger. s.s., 1,189, Wendig, 7th Jan,—lingham, Gurgeninn, Gok, Raby, Ellis, Chap-Bangkok 30th Dec., Gen.—M. & Co. mann, John Gow, Neubacher, Roberts, Hanert, Riojun Maru, Jap. s.s., 2,980, Pyne, 5th Jan,-8 Chinese and 4 Japanese from Singapore. Per Taiwan, from Shanghai-Capt, Finlayson, and 8 Chinese.

... Shipping Reports.

Str. Dardanus from Shanghai :- Fresh monsoon, fine throughout. Str. Purnea from Singapore:-Fine weather,

stormy N.E. monsoon. "Sir. Taiwan from Shanghai:-Moderate N.E. winds, following sea, and fine weather to

Hongkong & Whampoa Dock Returns.

arrival.

Kowicon Dock. Empress of China Haitan " Kansu, Amigo Tartar H.I.G.M.S. Moewe... H.M.S. Glory U.S.A.T. Sacramento Salamanca Cosmopolitan ***** Paul Beau Tetartos Riojun Maru

Ships Passed The Canal.

Outward-29th December-Merionethshire, Ningchow, Bengloe, Socotra, Monmouthshire, Gera, Konigsberg, Chinhua, C. Ferd Lacisz. 2nd January-Hitachi Maru, Yarra, Moyune, Artetisia. 6th January-Andalusia, Glaucus, Indramayo, Volga. Homeward-29th December-Polyphemus.

2nd January—Prins Heinrich. 6th January— Arrivals at Home-2nd January-Antener, Saxonia, Tantalus, Freiburg. 6th January-

Vessels in Port.

Sado Maru, Sydney.

STEAMBRE. Amara, Br. s.s., 1,565, Mattock, 5th Jan.,-Moji 31st Dec., Coal.-J., M. & Co. Andree Rickmers, Ger. s.s., 1,021, Köhn, 6th 10 A.M. Jan.,-Bangkok 29th Dec., Rice.-A., K.

Anping, Br. s.s., 1,050, Cowan, 1st Jan.,-'Amoy 31st Dec., Ballast.-B. & S. Anping Maru, Jap. s.s., 1,053, Goto, 7th Jan.,-

Foochow and Swatow- 6th Jan., Gen.-(). Arara, Br. s.s., 2,481, Williamson, 4th Jan.,-Manila 1st Jan., Gen.-S., T. & Co.

Arratoon Apcar, Br. s.s., 2,931, Fey, 6th Jan.,-Calcutta 19th Dec., Penang and Singapore 30th, Gen.-D. S. & Co., Ld. Ayr, Br. s.s., 1,055, Gibson, 5th Jan.,—Moji 3'st Dec., Coal.—D. & Co., Ld.

Chowtai, Ger. s.s., 1,115, Textor, 29th Dec.,-Bangkok 22nd Dec., Rice,—B. & S. Claverburn, Br. s.s., 2,358, Parker, R.N.R., 27th Dec.,-New York 27th Oct., Case Oil .--Dunolly, Br. s.s., 2,126, White, 5th Jan.,-Wes-

Coals.—D. & Co., Ld.

port, N.Z. via Newcastle, N.S.W. 11th Dec., oth Jan , 5 P.M.

BURGUNDY.

Beaune,per case \$14.00

Empress of China, Br. s.s., 3,046, Archibald, 1 R.N.R., 22nd Dec.,-Vancouver, B.C., 30th Nov., and Shanghai 19th Dec., Mails and Gen.-C. P. R. Co.

Jan., -Moji 30th Dec., Coal. -D. & Co., Ld. | Purnea, 11th Jan., 11 A.M. Germania, German s.s., 1,714, Bruhn, 6th Jan.,-Canton 5th Jan., Gen.-J. & Co. Germanica, Ger. s.s., 2,575, Behrmann, 31st Dec, -- Batoum 11th Nov., Cases Oil, --

Gloamin, Ur. s.s., 2,240, Leannonth, 31st Dec., -Penarth 14th Nov., Coals.-Admirally, Hailoong, Br. s.s., 783, Gibson, 7th Jan.,-Swatow 6th Jan., Gen.-D., L. & Co.

Haitan, Br. s.s., 1,182, Roach, 5th Jan,-Swatow 4th Jan., Gen.-D., L. & Co. Hansa, Ger. s.s., 1,201, Weidlich, 29th Dec,-Port Louis and Mauritius 6th Dec., Sugar. -Nam Wing & Co.

Heathdone, Br. s.s., 2,77, Melburn, 3rd Jan., -Moji 29th Dec., Coal.-M. B. K. Hermann Lerche, Russian s.s., 1,871, Dahlström, 6th Jan.,-Wladivostock 30th Dec., Ballast.—B. & Co.

Pigs.—A. R. M. Hongkong Maru, Jap. s.s., 3,447, Filmer, 31st Dec .- San Francisco 3rd Dec., Honolulu 10th, Yokohama 24th, Kobe 25th, Nagasaki 27th, and Manila 29th, Mails and Gen.

-P. M. S. S Co. Hopsang, Br. s.s., 1,359, Hay, 4th Jan.,-Moji 29th Dec., Coal.—J., M. & Co. Ischia, Ital. s.s., 2,784, Maganzini, 6th Jan.,-Singapore 29th Dec., Gen.-C. & Co. Laertes, Br. s.s., 1,340, Jackson, 3rd Jan.,-

Saigon 28th Dec., Rice and Meal -Nam Loongsang, Br. s.s., 1,092, Weigall, 2nd Jan., -Manila 30th Dec., Ba'last.-J., M. & Co.

Lyria, Ger. s.s., 1.315, Porcelens, 5th Jan.,-Hamburg 22nd Nov., Marine Stores.-H. Maria Valerie, Aust. s.s., 2,643, Berberovich,

5th Jan, -Singapore 30th Dec., Gen.-S., Marie Jebsen, Ger. s.s., 1,771, Bendixen, 3rd lan .- Samarang 16th Dec., Sugar.-J. &

Mausang, Br. s.s., 1,614, Rolfe, 25th Dec.,-Borneo Ports 19th Dec., Timber.-J., M. & Onsang, Br. s.s., 1,871. Davies, 1st Jan.,-Java 22nd Dec., Sugar.-J., M. & Co.

Phra Chula Chom Klao, Ger. s.s., 1,012, Bohn, 5th Jan.,-Bangkok 28th Dec., Rice.-B. & Progress, Ger. s.s., 687, Bremer, 1st Jan.,-Swatow 31st Dec., Gen.-S. & Co. Quarta, Ger. s.s., 1,146, Johannson, 29th Dec.,

Mauritius 4th Dec., Sugar.-S., W. & Co. Scattle 2nd Dec., Flour, Milk and Coal .-N. Y. K.

": Rosetta Maru, Jap., s.s., 2,403, Smith, 5th Jan -Manila 3rd Jan., Gen.-T. K. K. Rubi, Br. s.s., 1;611, Almond, 4th Jan,-Manila 2nd Jan., Gen.—S., T. & Co. Stolberg, Ger. ss., 1,553, Kirchner, 31st Dec., --- Moji 27th Dec., Coal and Gen.-H. A.

Strombus, Br. s.s., 3,928, Stock, 3rd Jan.,-Singapore 25th Dec., Petroleum.—A. P.

Taifu, Ger. s.s., 1,063, Uberfeldt, 2nd Janu-Hongay 30th Dec., Coal.-S. & Co. Taishun, Ch. s.s., 1,216. Jamieson, 7th Jan.,-Canton 6th Jan., Gen.-C. M. S. N. Co. Tamba Maru, Jap. s.s., 3,800, Wale, 7th Jan.,-Shanghai 4th Jan., Gen.-N. Y. K. Tartar, Br. s.s., 4,425, Evans, 16th Dec.;-

Vancouver 16th Nov., and Shanghai 13th Dec.; Gen.-C. P. R. Co. Tjimahi, Dut. ss., 2,476, Jurriaanse, 3rd Jan.,-Yokohama via Moji 29th Dec., Gen. and Coal.—H. C. T. Co.

Tjipanas, Dut. 5.5., 1,055, Zevart, 6th Jan.,--Batavia and Macasar 15th Dec., Gen.-Hotz's'Jacob & Co. Tsurugisan Maru, Jap. s.s., 2,559, Narasaki, 2nd Jan.,-Kutchinotzu 27th Dec., Coal.-

Waihorase Br. s.s., 1,117, Daniel, 2nd Jan.,-Hoihow 1st Jan., Gen.-Chinese. Waishing, Br. s.s., 1,170, Courtney, 7th Jan,--Canton 6th Jan., Gen.-J., M. & Co.

Wast Office.

A Mail will close for: --Canton-Per Hankow, 9th Jan., 7.30 A.M. Swatow-Per Hailoong, 9th Jan., 9 A.M. Haiphong-Per Hoiliao, 9th Jan., 9 A:M. Singapore-Per Hermann Lerche, 9th Jan.

Manila-Per Loongsang, 9th Jan., 10 A.M. Manila-Per Rosetta Maru, 9th Jan., 10 A.M. Kobe, Nagasaki and Vladivostock-Per Stolbergroth Jan., 10 A.M.

Shanghai-Per Maria Valerie, 9th Jan., Hills, L. D. Bangkok-Per P. C. C. Klao, 9th Jan.,

Singapore-Per Heathdene, 9th Jan., 10 A.M. Shanghai, Nagasaki, Kobe, Yokohama, Crego, Mr. Honolulu and San Francisco-Per Hongkong Maru, 9th Jan, 11 A.M.

Macao-Per Heungshan, 9th Jan., 1.15 P.M. Sandakan-Per Mausang, 9th Jan., 2 P.M. Ningpo and Shanghai-Per Shaohsing, 9th Marshall, F. M. Jan., 3 P.M. Kongmoon, Kumchuk and Samshui-Per Marshall, A. F.

Se: Yup, 9th Jan., 3 P.M. Moji-Per Amara, 9th Jan., 3 P.M. Manila-Per Rubi, 9th Jan., 4 P.M. Namtao-Per Taichun, 9th Jan., 5 P.M. Sanbue-Per Hoi Fu, 9th Jan, 5 P.M. Macao-Per Wingchai, 9th Jan., 5 P.M. Swatow and Shanghai-Per Waishing, 9th

... Holhow and Haiphong-Per Michael Jebsen,

Canton -- Per Futshan, 10th Jan., 9 A.M.

Swatow, Amoy and Foochow-Per Anping Maru, toth Jan., 9 A.M. Singapore—Per Dardanus, 10th Jan., 9 A.M. Janton-Per Honam, 11th Jan., 7.30 A.M. Firth of Dornoch, Br. s.s., 1.8944 Swanston 5th Amoy, Swatow, Straits and Rangoon-Per Shanghai-Per Pacting, 11th Jan, 3 P.M.

Singapore-Per Denbighshire, 11th Jan., Black, Mr. and Mrs. Canton-Per Kinshan, 11th Jan., 5 P.M. Canton-Per Hanhow, 12th Inn., 7.30 A.M. Swatow, Amoy and Tamsui-Per Daijin Boggan, Mr. & Mrs. R. McAran, T. P. Maru, 12th Jan., 9 A.M.

Annam, 12th Jan., 11 A.M. Singapore, Penangand Bombay-Per Ischia, Buck, Hart 12th Jan, 11 A.M. Shanghai, Nagasaki, Kobe, Yokohama, Canter. H. C. Victoria, B.C. and Scattle-Per Riojun Maru, Clark, W. G.

12th Jan., 3 P.M. Canton-Per Fatshan, 12th, Jan., 5 P.M. Canton-Per Honom, 13th Jan., 7.30 A.M. Port Darwin, Thursday Island, Cooktown, Cowden, Mrs. A. R. Cairns. Townsville, Brisbane, Sydney and Melbourne-Per Australian, 13th Jan., 10 A.M. Shanghai, Nagasaki, Kobe, Yokobama, Davies, Mrs. J. T. Haiphong and Hoihow 3rd Jan., Rice and Victoria and Vancouver, B.C .- Per Empress of

China, 13th Jan., 11 A.M. Manila-Per Anhui, 13th Jan., 3 P.M. Canton-Per Kinshan, 13th Jan., 5 P.M. Keelung, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma-Per Lyra, 15th Jan., II A.M.

Manila-Per Zafiro, 16th Jan., 9 A.M.

·THE WEATHER, The following report is from Mr.F. G. Figg, acting Director of the Hongkong Obser-

On the 8th at 11.55 a.m. The barometer has fallen over China and Japan, risen at The high pressure area still covers China, the Loochoos and S. Japan, and pressure is low to

the NE. of Japan. Gradients slight on the China coast with moderate monsoon in the Formosa Channel, rather steep with strong monsoon over the China Sea.

Forecast :-- moderate NE. winds; fine. Jan. 7 at Jan. 7 at 10 A.m. 4 p.m. Barometer 30.41 30.29 Temperature 60 Humidity 73 Rainfall.....

CHINA COAST METEOROLOGICAL REGISTER. January 8th, 1904, a.m.

-		Bar.	Th.	Hu.	. Win	d	Wr.
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_		30.36		65		0	þ
		29.92	—		N	6	<u>-</u> -
_]	Hakodate ,	30.09		-	NW	4	<u> </u>
_	Tokio	30.22		_	NW	4	-
1	Kochi "	30.35	—	-	NW	0	
'	Nagasaki	30.45	· -	—	-	0	1 To 1
"	Kagoshima "	30.42			N	2	 — .
_ i	Oshima "	30.43		-	S	4	
ļ	Naha	30.41		.—	—	0	l —
	Ishigakijima "	30.33	—	—	E	4	! —
3	Taihoku 5 a.m.				SW	2	
•	Taichu,	30 31				0	•
_ 1	Tainan	30.30	: —	—	N	2	<u> </u>
,	Koshun "	30.28	—	—	NE	6	<u> </u>
•	Pescadores "	30.32			א	·8	
_ ;	Weihaiwei 9 a.m.	30.30			'	O	
	Gutzlaff	30.46	44		WNW	2	cm
_ {	Sharp Penk "	30.40	55	l .	WNW	I	Ъ
I	Amoy 6.30 a.	30.44	55	87	NE	1	0
_	Swatow 9° a.m.	•		—	И	Ì	Ъ
. !	Canton	—	59	76	<u> </u>	रु	<u> </u>
_ ;	Hongkong 10 a.m.	30.38	61	73	E	3	C
h i	Victoria Peak ,,		—	<u> </u>	E	2	 -
Ì	Gap Rock "	30.37		<u> </u>	ENE	4	—
i	Macao,	30.35	10	<u> </u>	NE :	Ī	C .
d	Haiphong "		—	 	–	—	
~	Manila "	30.08	79	69	wsw	I	0
_	Bacolod9 a.m.			-	N	5	C '
_ Ì	Iloilo 🕝 👊	29.97	78	—	E	5	C
	Cebu	30.05	4	 —	N	3	C.
•	C. St. James. 16 a.m.		_		- ·	<u> </u>	

-- VISITORS AT THE HOTELS.

CONNAUGHT. Howard, E. Bain, J. W. Bell, J. F. Johanson, M. Blair, D. R. Kawata, K. Boyce, W. B. Lcc, G. E.

Campbell, R.E., Capt. Macfarlane, Dr. and Christie, Mrs. & Mr. D. Marston, Mr. and Mrs. Cronin, John Newborn, R. H. Donald, W. H. Newby, E.C.

Dufour, Mrs. B. Dulot, Mme. Ranney, Mr. and Mrs. Eyre, Mr. and Mrs. II. Roberts, A. G. Goetschel, L. Robertson, W. R. Hayter, L. Rutherford, N. H. Heckford, R. G. Thomson, J. D. Helme, E. B.

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Trotter, E. W. and son Jacobs, M. Vance, W. Whiley, Mr. Marshall, Miss G. Young, L. C. McCardy, Mr. KOWLOON. Bilborough, Mr. & Mrs. Kimball, Miss

Evans, E. J.

Bolmson, Fritz Koralewski, Lieut. McChesny, D. N. Brehmer, Mr. Merleker, Lieut. Dell, Robert V. Ritchie, Mr. and Mrs. Harrison, W. B. and child Shaffer, Thos. Hudson, Mrs. Williams, Capt. Mennedy, Mrs.

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Stephens, Mr. & Mrs.

Reynell, Mrs.

Mrs. J. W.

Pollock, H. E.

Reid, T. H.

N. De

Pratt, Major and Mrs.

Riabauchinsy, Coun

Sandel, Mr. and Mrs. P

Bonner, E. A. McGrath, Mr. and M Europa, &c., India, via Tuticorin-Per Borthwick, Mrs. R. W. J. E. Miller, P. L. Murphy, Mr. and M Burger, Dr. Nickols, Miss, M. North, C. J. Condin, M. Osborn, Mrs. F. Coulson, C. H Parfitt, W. Patterson, J. B. Pattie, Mr. & Mrs. J Potter, A. G. Potts, W. H. Raby, Stanley Deacon, F. B. Reiss, Hugo

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Hammer, W. T. Hanmer, Thos. A. Haughwont, W. B. Henson, H. S. Holt, Miss H. Hooper, Mr. and Mrs. Icely, Rev. J.

Jackman, H. T. lanson, O. Joseph, Mr. and Mrs. Katsch, E. A.

Keebe, Mr. Kempffer, E. Lambony, [

KING EDWARD. Allen, Harry

Cook, Mr. and Mrs. Stirling, Mrs. Yates Hugo Stirling, Miss Helen Gok, C. G. Stirling, Miss Margaret Hatfield, Gilbert G. Hawley, Mr. and Mrs. Stirling, Jr., Mrs. Yates Stirling, U.S.N., Rear-Geo. T. Hick, W. M. Admiral Yates Stirling, Jr., U.S.N., Lt. Lyons, Etl. "Stokes, Capt. and Mrs.

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Suzauine, R. de Boyer Talati, Mr. and Mrs. M. Vaughan, H. S. Rittenhouse, Capt. and Wallace, Mrs. H. Mrs. B. F.

PEAK. Hudson, Mrs. A. P. Allisøn, C. Bayley, Kennett Lutgens, R. Martin, R. -Beattie, A. Beattie, J. M. Mayer, Mrs. Bensen, Major & Mrs. McDermott, A. P. B Bolagovskoy, Mr. and Mitchell, R. Mrs. C. de, maid Mortimore, Miss E. Morris, Dr. and Mrs.

Bunny, Major and Mrs. Nagaio, L. S. Bunny, Miss Ollis, Mr. and Mrs. Brabazon, R. A. Brawn, Col. L. F. Chapman, Mr. & Mrs. Plant, J. S. Chichester, Major and Perry, F.

Mrs. A. A. Cocker, F. W. Cooke, Miss Curry, Miss H. Deane, Miss Ferrier, Col. & Mrs. Foote, R.N., Capt. and Sawer, Mrs. W. E.

Sheppard, Miss,F. French, Major G. A. Sinclair, A. Fullerton, Mr. and Mrs. Smith, A. Findlay A. R. Gade, Mrs. A. M. Hamilton, J. G.

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CRAIGIEBURN. Austen, Dr. and Mrs. T.' Powell, Mr. and Mrs. Stanley and children Bent. Mrs. Crafton, R. II. Dann, G. H. Grant Duff, J. S. Smith, Mr. E. Grant Falloon, C. H. Gaskell, Mr. and Mrs. and child Harvey, Lieut, and Woodward, Mr. & Mrs. Mrs. J. S. and children

Helms, W. OCCIDENTAL. Akeburst, C. A. Burdett, Mrs. F. D. Chandler, Lt. F. Dickinson, Mr. and Rienappel, R. Mrs. J. Ger rd, Capt. J. C.

Gibson, Dr.

Kevt, Dr. F.

Lopez, Amaro

Lundor, J. H.

North, H. S.

Pezare, Lieut. T. Prittwitz, A. V. Rehwaldt, Capt. Schattachnesdes, Mr. Schlechtweg, Gustav Skerichly, Mrs. & child Stapelfedt, M. Liddell, Mr. and Mrs. Stephens. H.

Walters, S.

Wilkinson, R.

THE SHARE MARKET.

	F 1 17	,	1		
•	Lewis, J. H. Macgowan, R. J.	STOCKS.	PAID UP		TO-DAY'S
	MacKie, G.		VALUE.	State Line of the state of the	0001,62.0
	Mande, Mr. and Mrs.			D	
	Marriott, Dr. O.		1	Banks.	
•	Mast, Sidney	Hongkong and Shanghai,	· ·	Div. of \$1,10/- @ 1/8=\$18 for halt-	
	Mast, Mr. and Mrs. E.	Banking Corporation	\$ 125	year ending 30.6.1903	\$650
	Mathe, Miss E.	National Bank of China, Ld	& &	3/13 == \$1.96} for 1902	\$321 b.
•	McAran, T. P.	Do. Founders	1 to	None	\$10 h
,	McGrath, Mr. and Mrs.		MAY		
Ļ	J. E. Meikle, Mr. & Mrs. E.			RINE INSURANCES.	
	Miller, P. L.	Union In Society of C'ton, La.	S 100		\$ 400 s.
	Murphy, Mr. and Mrs.	China Traders' In. Co., Ld	· • · ·	16 %=\$1 for year ended 30.4.1903	\$56 s-
	E. O.		£ 25	Final of £1 making £2 for 1902	Tis,220
	Nickols, Miss. M.	Yangtsze In. Association, Ld.	\$ 60	20 %=\$12 for 1901	\$135
	North, C. J.	Canton In. Office, Ld	\$ 50°	30 % = \$15 per share for 1902	\$175
	Osborn, Mrs. F.	•	74	IRE INSURANCES.	
	Parfitt, W.			IRE INSURANCES.	
	Patterson, J. B.	Hongkong Fire In. Co., Ld	\$.50	322} per share for 1901	l Saos
	Pattie, Mr. & Mrs. J.A.	China Fire In. Co., Ld	\$ 20	\$6 per share for 1901	\$02¥
	Potter, A. G.		•	•	1 42-11
	Potts, W. H.		•	Shipping,	
	Raby, Stanley	Hongkong, Canton, & Macao	n (
	Reiss, Hugo	Steamboat Co., Ld	\$ 15	\$1\frac{1}{2} for half-year ending 30.6.1903	Carl a
	Roberts, C. W.	Indo-China S. N. Co., Ld	. I. 10	5 % = 10/- per share for 1902	\$31 a.
	Ross, S. B. C.	China & Manila S.S. Co., Ld.,	\$ 50	10 % = \$5 per share for 1900	\$/3 0.
	Saule, R. T. D.	Douglas Steamship Co., Ld.	\$ 50	Div. of \$3 for year ended 30.6.1903	\$17 5.
•	Simmers, Mr. and Mrs.	"Star " Ferry Co., Ld	\$ 10	\$1.20 \ = 12% for year ending \	\$10.60
	Skott, C.	Star " Ferry Co., Ld }	\$	60 cts. 30.4.03	
	Somerville, Geo.	"Shell" Transport & Trading		· ·	\$10
	Sterling, Mr. and Mrs.		4	3rd Interim of 6d. for 1902	£1 2/6 b.
	Edward	Taku Tug & Lighter Co., Ld.	Tis. co	Interim of 2 % for 1903	Tle ah
	Stewart, Hon. J.	Shanghai Tug & Lighter Co.,		1	115, 30
	Stonor, O. F.	Limited		Interim of 4 %=Tis. 2.00	Tie FO SO
	Stuart, Capt. and Mrs.	Do. Preference	Tis. 50	Interim of 31 %=Tls. 1.75	Tis. 478 8.
	Leslie C.	•	•	<u> </u>	
	Taylor, Mrs.			Refineries.	
	Thomas, C. B.	China Sugar Dafaina Co. L.	. σ		_
	Trevoux, J.	China Sugar Refining Co., Ld. Luzon Sugar Refining Co., Ld.	\$.100	Fin. of \$7 making \$12 for 1903	2103
	Vail, Jr., Geo. J.	Perak Sugar Cultivation Co.,	2 100	\$3 per share for 1897	210 .
-	Vail, Mrs. G. I.	Ld.	44.	r % - The all forms	
	Vail, Miss	***************************************	Mis. 50	5 % = Tis. 24 for year ending 30.9.03	1 Tis. 55
	Vanrenen, F. A.	•	" <i>,</i>	MINING.	
ı	Vernon, Mr. and Mrs. J.				
	Watkins, Mr. and Mrs.	: Punjom Mining Co., I.d	. 5 11	None	\$1 s.
	E. A.	Société Française des Char-			,
	Watson, Dr. J. S.	bonnages du Tonkin	Fr. 250'	Fin. of Frs. 30 making Fcs. 60 for 1902	\$600 s.
	Welch, W. J.	Raub Australian Gold Mining		ì	1
	Whitton, Mrs. A. M.	Co., Ld	. £0.18.10	No. 12 of 1/- per share 28,1.01	. \$6 s.
	Wolff, Pnilip	Chinese Engineering & Min-	•		i
	Woolmer, Mr. & Mrs.	ing Co., Ld	1 £ 1	No. 2 of 1/- per share 26.10.03	Tls6 b.
	Wright, Mr. and Mrs.		T &		
	Zeisler, J.			WHARVES AND GODOWNS.	
		Hongkong & Whampoa Dock	¢	1	, , ,
F	DWARD	Co., Ld	. \$ 50	$12\% = 56$ for $\frac{1}{2}$ year 30.6.03	\$200

12 %=\$ 6 for \(\frac{1}{2}\) year 30.6.03.....\ \\$209 S. C. Famham, Boyd & Co., Interim of Tls. 5 for a-year, ending 31.10.1903 Hongkong & Kowloon Wharf & Godown Co., Ld..... Interim of \$21 for 1903..... \$95 s. New Amoy Dock Co., Ld..... \$ \$2\frac{1}{2} for 1902 \$38 s. Shanghai & Hongkew Wharf & Godown Co., Ld. Tls. 100 Interim of Tls. 5 for 1903. Tls. 215 sa. LANDS, HOLLL'S AND BUILDINGS. China Provident Loan Mortgage Co., Ld. \$ 8 %= 90 cents per share for 1902 \$9.80 sa. Hongkong Land Investment & Agency Co., Ld. 5 Interim of \$6 for 1903 \$156 K'loon Land & Building Co., Ld \$ \$2.30 per share for 1902 \$35 b. Interim of \$1\frac{1}{2} for 1903 \$6 for first \(\frac{1}{2}\)-year 1903 \\$148 (Shanghai) ..., \$ 21 % for year ending 30.6.03 \$28

West Point Building Co., Ld. | \$ Hongkong Hotel Co., Ld. Astor House Hotel Co., Ld... Hotel des Colonies Co., Ld. (Shanghai) Tls. 25 6 % for year ending 31.3.03 Tls. 134 Humphreys Estate & Finance Co., Ld. 9 per cent, for 1902 \$11\frac{1}{2} sa. S'hai Land Investment Co., Ld. Tis. 50 Interim of 6 % for 1903 Tls. 106 sa COTTON MILLS. Hongkong Cotton Spinning, (Final of 60 cents, making \$r for) Weaving & Dyeing Co., Ld. \$ 1902/1903 \$ \$15\dagger b. Ewo Cotton, Spinning &l Weaving Co., Ld. Tls. '50 | 8 % for period ended 31.10.1903....... Tls. 33 \$ International Cotton Manufac-Ormiston, Major and Ladu-kung-mow Cotton Spinning & Weaving Co., Ld...... Tis. 100 | Interim div. of 4 % on acct. of 1898 ... Tis. 40 sa.

Soy Chee Gotton Spinning Co., Ld. Tls. 500 | 4 % for period ended 31.12.00...... Tls. 170 CIGAR AND TOBACCO COMPANIES. . 25 % for year ending 30.6.1900 \$200 -Alhambra, Ld..... \$ 500 Philippine Co., Ld. \$ 10 First year \$10 Shanghai Sumatra Tobacco Co., Ld.....Tls. 20 Interim of Tls. 3 per share Tis. 52 b Miscellaneous.

12 %= \$1,20 per share for 1902 524% s. Green Island Gement Co., Ld. 5 11 to China-Borneo Co., Ld...... \$ A. S. Watson & Co., Ld. \$ Interim of 5 % for 1903 \$141 s. Watkins, Ld. \$1 per share for 1002 Hongkong Electric Co., Ld. | \$ 90 cents for year ending 30.4.1903 ... Hongkong Electric Co., Ld. \$ 45 cents for year ending 30.4.1903 ... Hongkong & China Gas Co., Ld & 10 % div. and 1 % bonus for 1901 Hongkong Rope Manufacturing Co., Ld..... \$10 for 1902 \$145 b Geo. Fenwick & Co., Ld. 15 per cent=\$3.75 for 1902 \$49 b. Interim of \$4 for 1903 \$245 Hongkong Ice Co., Ld. \$ Hongkong High-Level Tramways Co., Ld. \$20 for year ending 31.11.1903 \$300 Dairy Farm Co., Ld..... \$14 for year ending 31.7.1903 \$124 b. Smith, Mr. and Mrs. Campbell, Moore & Co., Ld., \$ Div. of \$21 for 1902 Bell's Asbestos Eastern Walker, Lieut. & Mrs. United Asbestos Oriental

Agency, Ld. 90 cents for year ending 31.5.03 ... Founders. \$ Hongkong Steam Water-boat Co., Ld. \$ Final of 6 % making 12 % for year ... \$15\ b. China Light & Power Co., Ld. 5 William Powell, Ld. \$ \$1 for year ended 30.6, 1903...... 591 b. Maatschappij tot Mijn-, Bosch-5th interim dividend of Tls. 71 paid) en Landbouw exploitatic in Guilders 15.12.1903 making so far Tls. 35 } Tls. 305 b. Langkat, Limited for the year ending 31.10.03 Shanghai& Hongkong Dyeing and Cleaning Co., Ld. \$ 50 South China Morning Post, Ld. \$ First year \$50 Telegraphic Address-" Rialto."

Wierthmann, Paul

BENJAMIN, KELLY & POTTS, Telephone No. 148, P. O. Box No. 111. Share Brokers. Note:-b-buyers, = s = sellers, sa = sales.

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	CLARET					
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•	ST. JULIEN, ,, 9.00					
٠	CHATEAU LOUDENNE, ,, 16.50					

SAUTERN-SUPERIOR \$12.00

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STRATHMIL	L, ,, `	10.50
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